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Porsche's Tesla rival



Radical Nissan 'Z' 4x4



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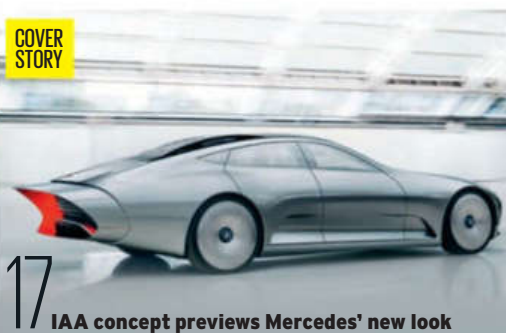
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Ruppert on when value brands make sense

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Nissan's new Gripz concept shows refreshing purity



Light, pure and playful: bring it on

THE STAR TURN at the Frankfurt motor show for me is the Nissan Gripz, the sports crossover that's essentially a modern take on a rally-spec Datsun 240Z.

The prospect of a Z car that isn't a front-engined, rear-drive sports car might stick in the craw of brand acolytes, but I'm quite taken by the proportions of the Gripz (although less smitten by the name).

Open-minded experimentation is a key theme of this week's Frankfurt show, as also demonstrated by Honda with its Project 2&4 concept.

It's an encouraging sign, perhaps, that both of these companies are keen to capitalise on their zeal for lightweight, compact, playful vehicles, something Japanese manufacturers have traditionally excelled at.

Toyota and Subaru got that right with the GT86/BRZ coupé. For me, the Gripz and Project 2&4 share those cars' pleasing purity. I hope that their makers feel there's a business case for putting them into production – although I suspect that Nissan's effort might be more realistic than Honda's in that respect.



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THIS WEEK'S TOP FIVE

GALLERY

Goodwood Revival

Our round-up of Goodwood's retro race meeting



GALLERY

Frankfurt show

We bring you the best pictures of the star cars



DRIVE

Mazda 2 Sport Black

Does this special-edition 2 offer value for money?



RIDE

Porsche 911

We ride shotgun in the facelifted Carrera S



BLOG

Hilton Holloway

A view from the show floor in Frankfurt



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THIS WEEK

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OFFICIAL PICTURES



Jaguar aims high with

■ Crucial new SUV on sale next spring ■ Priced from £34k ■ Class-leading rear leg room and

Jaguar has finally taken the covers off the finished version of its all-new F-Pace SUV at the Frankfurt motor show.

The F-Pace will reach the UK next spring, priced from £34,170. It is the first SUV in Jaguar's 70-year history and will be crucial, along with the XE saloon, in underpinning the future prosperity of the firm.

The F-Pace and XE should help to lift Jaguar's annual volumes past 200,000 units. Last year it sold 81,000 cars. The F-Pace is expected to outsell the XE globally, which further highlights its significance to Jaguar.

Based on the same modular aluminium platform as the XE and new XF saloon, the F-Pace is targeted at everything from the BMW X3 to the Porsche Macan in the premium mid-size SUV segment.

A varied model range at launch includes the most frugal diesel in the class and a full-blown sports variant with an engine and chassis technology from the F-Type sports car.

The F-Pace's overall look and feel are broadly in line with the C-X17 concept car of 2013, the model that was the first visual proof of Jaguar's intention to launch an SUV. Indeed, an SUV has been promised by the firm

since 2012, when then boss Adrian Hallmark revealed one was in the works when speaking to Autocar at the Geneva show.

The F-Pace sits between the XE and XF in length. It's 4731mm long, 1936mm wide and 1652mm tall, with a 2874mm wheelbase. This makes the F-Pace marginally longer and wider than the X3. It also has a longer wheelbase than the X3 and practically matches the BMW on height.

From launch, Jaguar will offer one petrol and two diesel engines, rear and all-wheel drive and five trim levels.

The entry-level 178bhp, 318lb ft diesel is the 2.0-litre

four-pot unit seen in the XE and XF. As standard, it is hooked up to a six-speed manual gearbox driving the rear wheels. In this form, the F-Pace is claimed to be the most frugal car in its class, with 57.7mpg combined fuel economy and CO₂ emissions of 129g/km. It covers 0-60mph in 8.5sec and has a 130mph top speed. This engine

can also be paired with all-wheel drive, at which point an eight-speed automatic gearbox becomes optional.

V6 diesel and petrol models are also offered. Both come with all-wheel drive and an eight-speed auto. With 296bhp and 516lb ft, the diesel version is capable of 0-60mph in 5.8sec and a 150mph top

In entry-level RWD form, the F-Pace is claimed to be the most frugal car in its class

Q&A IAN CALLUM, JAGUAR DESIGN DIRECTOR

When did you start designing the F-Pace?

"Three or four years ago, when we invented the architecture to underpin all our future cars. From the start, that plan included a crossover."

**What was your initial reaction?**

"Honestly, I was a little sceptical. My view then was that Jaguars had to be long, low and lean. But when we talked to customers, they had a different view. They saw crossovers as delivering strength, and I get that."

Were there any debates about whether it should be built?

"Not once we'd talked to the customers and convinced ourselves it could be true to the brand."

What were the major hurdles?

"At first, we were too focused by the dimensions of established crossovers. I wanted some drama. I wanted some of the shape of the F-Type. I wanted a Jaguar that was designed as a crossover, and not the other way round."

How did the C-X17 concept car inform the project?

"We did the concept while we were doing the production car, but it had more freedom because we didn't get too caught up in production car regulations. So while it was displayed with production viability, it wasn't constrained. That was great, because the concept and production cars allowed for ideas to bounce between the two. The concept was a crucial catalyst."

You have a Jaguar family grille now...

"Yes, that's deliberate. In the UK, we might recognise a Jaguar, but globally the brand needs to grow before it has instant recognition. A family grille is one way of ensuring people recognise our cars in a nanosecond."

What are you most proud of on the F-Pace?

"It has got an edge of sculpture to it that I really enjoy. The profile view is great, but the rear three-quarter view is the one I love most. We also worked really hard on getting the swooping roofline right. Then there are the F-Type nods – the lower swage line, the vents. Clearly, they aren't as exaggerated as on a sports car, but I make no apologies for referencing that. This is a car that needed to have drama."

F-Pace sits on the same architecture as the XE and new XF

F-Pace

boot space claimed ■ Up to 57.7mpg

speed. Economy is 47.1mpg and CO₂ output is 159g/km.

The petrol V6 is a 375bhp, 332lb ft supercharged 3.0-litre unit taken from the F-Type. This can crack 0-60mph in 5.1sec and reach a top speed of 155mph. This model is aimed squarely at the Porsche Macan Turbo, a model with a 395bhp V6 and a 4.8sec 0-62mph time.

Jaguar sources have indicated that a version of the F-Pace with even greater performance is planned, a model that could be powered by a supercharged 5.0-litre V8 and wear SVR badging.

The F-Pace shares its advanced double wishbone

front and Integral Link rear aluminium suspension with the XE and XF, along with the saloons' electric power steering. Jaguar suggests the F-Pace will be the best-driving model in its class, with benchmark ride and handling.

A whole host of chassis technologies has been fitted to the F-Pace, including torque vectoring, an optional electric adaptive damping system and tunable driving modes that adjust functions such as throttle mapping, transmission shift points and steering feel.

The F-Pace's all-wheel drive system is derived from the one recently launched in the →



Heated leather seats, 8.0in touchscreen, sat-nav, wi-fi and 12.3in HD instrument display are standard



◀ F-Type. Called Intelligent Drive Dynamics, the rear-biased system is designed to boost on-road dynamics and traction rather than give the F-Pace off-road ability to match its stablemates from Land Rover. Up to 50% of torque can be sent to the front wheels in certain conditions. However, some off-road ability comes from an Adaptive Surface Response system. This is derived from Land Rover's Terrain Response system and is

designed to allow the F-Pace to perform on mud, gravel, snow and other low-grip surfaces. Other tech includes All Surface Progress Control and Low-Friction Launch systems. Many other safety features are provided through the use of a stereo camera, including an Autonomous Emergency Braking system with pedestrian detection. The cabin has room for five adults and plenty of storage space for oddments, as well as

several USB and 12V charging points. The chief claim is that rear knee room is class-leading. Boot space, at 650 litres with the rear seats up and 1740 litres with them down, also tops the class. The rear seats are split 60/40 in standard form but can also be had with a 40/20/40 split. As standard, an 8.0in touchscreen and InControl infotainment are offered. An upgraded InControl Pro system with a 10.2in touchscreen is optional. Other functions include a wi-fi hotspot that allows up to eight devices to be connected to the system. In place of the usual instrument binnacle is a 12.3in HD screen that displays speed and trip computer functions, as well as 3D navigation graphics. A laser head-up display projects such things as navigation

instructions and speed limits onto the windscreen. Standard equipment with the entry-level £34,710 Prestige trim includes heated and electrically adjustable leather seats, 18in alloy wheels, a powered tailgate, front and rear parking sensors, sat-nav, wi-fi, split folding rear seats and Hill Launch Assist/Descent Control. Other trims include the sporty R-Sport (from £36,670), the plush Portfolio (from £39,170) and the range-topping S (from £51,450). From launch, Jaguar is also offering a fully loaded First Edition model powered by the V6 diesel engine. This is a luxuriously appointed model based on the S trim and features reclining rear leather seats and 22in alloy wheels within its specification. **MARK TISSHAW**



At 4731mm, the F-Pace is shorter than an XF but longer than an XE



Jag claims class-best knee room in the three-abreast rear

Behind the power-operated tailgate is a 650-litre boot



STEVE CROPLEY

Less a risk, more a gigantic opportunity

MAYBE THERE WAS a time when the idea of the F-Pace represented some kind of risk for Jaguar, in days when specialist car manufacturers were expected to stick to the areas of the market their history said they should. But those days are gone.

Today, Jaguar's mould-breaking "sports crossover" represents a gigantic opportunity – which is why Jaguar design director Ian Callum, formerly a crossover sceptic, is confident that when the F-Pace hits its production stride, it'll be the best-selling Jaguar in the range. And that will make it the best-selling Jaguar in history.

For the customer, this car is no less than



a golden opportunity. Many Jaguar owners who love the F-Type need something much more practical. Now they can now choose a spacious model that still brilliantly carries the F-Type's design values and its dynamic influence. In no other era of Jaguar's long history were such owners so fortunate.



Mission E has four-wheel drive, more than 600bhp and hits 62mph in 3.5sec



OFFICIAL PICTURES 

Porsche sets sights on

Mission E previews electric four-seat Tesla rival with 600bhp and a 331-mile-plus range; due in 2018

Porsche has stolen the limelight at this year's Frankfurt motor show with the unveiling of a spectacular new 600bhp-plus battery-powered concept car, the Mission E.

The sleek new four-door is claimed to closely preview a Tesla Model S rival that's due before the end of the decade. It has a 0-62mph time to challenge that of the latest 911 Turbo and a claimed range of more than 331 miles.

"We always said that when we do an electric car, it would be a true sports car," said Wolfgang Hatz, Porsche's head of research and development, at the unveiling of the Mission E at a media preview on Monday evening. "We also said it would offer the performance traditional Porsche buyers demand."

Power for the four-wheel-drive Mission E is provided by

two electric motors, one at each axle. Porsche has yet to reveal the individual power loadings for each motor but confirms a combined output of more than 600bhp.

The Mission E has a kerb weight of more than 2000kg. It is claimed to hit 62mph from rest in 3.5sec – just 0.1sec shy of the official time quoted for the 911 Turbo. The car's four-wheel drive system only powers the front wheels during periods of acceleration, under hard driving or on slippery road surfaces. Electronic torque vectoring distributes drive to each individual rear wheel for improved handling balance.

A retractable body element within the front left wing provides access to the charging port for what is described as the Porsche Turbo Charging system. It uses an industry-first 800V process – doubling the charging voltage used by

Tesla's Superchargers. As a result, Porsche claims the Mission E's battery can be charged to 80% capacity – enough for up to 249 miles of range – in just 15 minutes.

The Mission E's platform has been conceived specifically around its electric drive system. The floorpan is made from aluminium, high-strength steel and carbonfibre-reinforced plastic – a combination that, Porsche says, will be reflected by the production version, which is tentatively scheduled to appear in 2018.

Reiterating the significance of the Mission E's development, Hatz said: "We are deadly serious about this car. It is not just a concept, but a clear look at the future of Porsche. The implications to the brand are as important as those when the 911 was created more than 50 years ago."

At 4850mm long, 1990mm wide and 1300mm tall, the Mission E is 165mm shorter, 60mm wider and 120mm lower than Porsche's Panamera. It's also shorter and lower than the Tesla Model S.

Inside, the concept provides accommodation for up to four on individual seats. There are also two luggage compartments, one at either end of the vehicle.

A highly contemporary-looking dashboard has a free-standing five-dial instrument binnacle with an eye-tracking function that's activated by a button on a three-spoke steering wheel. The three-dimensional display automatically adjusts to suit the position of the driver, providing a tailor-made environment in which all relevant information is set perfectly in the line of sight.

GREG KABLE



New charging system
takes 15 minutes to
give a 249-mile range



Model S



Instruments adjust
their position to suit
the driver's eye line



JOHN MCILROY

Why it must handle like a true Porsche



WE'VE BEEN WAITING for the premium brands to fight back against Tesla – and the Mission E is a clear statement that Porsche is preparing to do so.

When the final production version does arrive, we can expect it to be a bit taller and have slightly less extreme styling. But the on-board tech showcased by the Mission E – in particular, the 800V charging system – is a bold demonstration that the might of the Volkswagen Group is being lined up to

appeal to premium and luxury buyers who've been tempted by the Tesla Model S's environmental and tax-break credentials.

Still, for an all-electric Porsche to be 'legitimate', it needs to be more than just fast on the road and quick to charge. As with the Panamera, the real test of the Mission E's production cousin will not be whether it can out-accelerate a Model S on a drag strip but whether you'd choose its keys over those of the Tesla for a twisty B-road.

Gripz blends sports car styling with a raised SUV stance



Gripz previews Nissan's Z

Datsun 240Z-inspired sports crossover concept reveals Nissan's vision for an expanded Z sub-brand

Nissan has released its vision of how the next car to carry the famous Z badge could be a crossover with this Frankfurt show concept called Gripz.

With exterior design by the manufacturer's team in Paddington and an interior created by their colleagues in Tokyo, the Gripz is billed as "a radical new type of sports car" by Nissan. As outlined by Autocar last month, the firm intends to gauge reaction to the idea of a sports crossover, but it has already decided to expand the remit of the Z sub-brand to include vehicles that are more 'everyday' than the existing 370Z.

The Gripz draws inspiration from two main sources: the classic Datsun 240Z rally car that won the East African Safari Rally in 1971 and sports bicycles that are used as commuter tools during the week but enjoyed at the weekend.

The 'z' in Gripz is a direct nod to the Z brand. Visual cues

include a distinctive kink in the window line near the C-pillar and a carbonfibre bonnet that apes the black finish on the rally car's engine cover. A simple three-spoke steering wheel looks like it could have featured on the rally car, although it is adorned with bicycle-influenced graphics.

The Gripz is slightly shorter than a Juke, at 4100mm, and its roofline is 65mm lower. The concept is considerably wider, by 135mm, and its wheelbase is 50mm longer. The front end of the car incorporates many of Nissan's latest styling cues, including the strong 'V' below the prominent badge in the grille and boomerang headlights that are influenced by both the Juke and the 370Z.

The side stance is unmistakably that of a sports car, with references to the stance of the 350Z and 370Z, albeit jacked up on 22in wheels. The cabin appears to have been pulled towards the back, while the roof rails – a mix of

body-coloured material and a contrasting metal finish – taper down towards the car's rear.

The rear treatment includes deep scallops in the bodywork, boomerang tail-lights and, in another nod to the 240Z, an unusual carbonfibre element that incorporates a lip spoiler.

The concept uses a version of Nissan's PureDrive Hybrid system, with a petrol engine acting as a range extender to keep the batteries charged and electric motors driving all four wheels. A production model would be based on Nissan's forthcoming CMF AB platform – set to be used by the next Micra and Juke – and would be front-wheel drive or four-wheel drive, with a turbocharged petrol engine.

The cabin is deliberately industrial, because Nissan's designers in Tokyo wanted it to reflect the functionality of a sports bicycle. There are just a handful of materials on show, including artificial leather, carbonfibre and coloured metal

with a mixture of gloss and anodised finishes. Some of the leather patches are designed to be removed or changed for personalisation or if the owner wants even more of a bare cabin look. The layout is a 2+2, with two deeply scalloped rear seats cut into what looks like a single-piece panel. A pair of carbonfibre spoilers at the end of the roofline give a modest boost to head room for the rear passengers, although they also house the hinges for the hatchback. The concept does without side mirrors, instead using cameras mounted in the 'gills' on the front wings.

Nissan says the Gripz is a design study, but the brief for the design contest was to consider how the firm "can continue to lead the B-crossover market" and a 2+2 sports crossover – positioned alongside or slightly above the Juke in the line-up and carrying the fabled Z badge – is very likely to make production.

JOHN McILROY



Stripped-out interior's graphics are inspired by sports bicycles



crossover



Gripz is shorter than a Juke but lower and wider; carbonfibre 'ducktail' harks back to the classic 240Z



Cabin features a 2+2 layout with no B-pillars and rear-hinged rear doors for "everyday usability"



Q&A GIOVANNY ARROBA, SENIOR DESIGN MANAGER, NISSAN DESIGN EUROPE

What's the idea behind this concept?

"We think Nissan has led the way on crossovers and the brief for the contest that brought this concept – a competition between all of the design studios – was to show how Nissan can continue leading the way. Our view at NDE [Nissan Design Europe] was that crossovers so far have started with an SUV; with Gripz we wondered how we could start with a sports car and come to a crossover."

Did you consider a two-seater at any point?

"No, because we always wanted to have that element of everyday use about it. We wanted it to be a crossover that you can use every day, but which also has elements that you can lust after. It had to be a car that you can cherish but also one that can be used daily in the meantime."

What's the significance of the name?

"Well, it's a four-wheel-drive car and a crossover, so Grip

sounds good. And then we've added 'z' as a little homage to our 240Z [below]. This is a sports car as well as a crossover, after all."



Does it show a future Z car?

"For now, this is a concept. It shows lots of things, including design cues that can appear on future crossovers in Europe and globally. But as designers we are car creators, so we want to see this car being built and sold."





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IAA concept's
drag coefficient
is as low as 0.19

OFFICIAL PICTURES 

IAA previews Merc's new look

Ultra-slippery concept showcases advanced aero tech and closely mirrors the look of the next CLS

Mercedes-Benz has previewed a series of active aerodynamic developments and a svelte new styling treatment with a futuristic concept revealed at the Frankfurt motor show. The car also shows the frugal petrol-electric plug-in hybrid powertrain technology and contemporary touch-based interior controls the company plans to adopt on its future roads cars.

Called the Intelligent Aerodynamic Automobile (IAA), the four-door saloon features an extendable body

that provides it with a drag coefficient of just 0.19 in its most efficient 'long tail' form.

The dimensions and silhouette are said to preview those of the third-generation CLS, due out in 2017. The IAA automatically switches from 'design' mode to aerodynamic mode when it reaches 50mph, with elements in the tail section extending to increase overall length by 390mm. At the same time, flaps in the front bumper and louvres in the grille are deployed to improve airflow around the wheel arches and underneath the car.

The new exterior styling is set to filter down into future road cars. Mercedes-Benz sales and marketing boss Ola Källenius said: "It shows in a host of details what our customers can look forward to in future production models."

At 5040mm in length in design mode, the IAA concept is 100mm longer than today's CLS. In aerodynamic mode, with its body fully extended, it stretches to 5430mm, some 185mm longer than the long-wheelbase S-Class. Width and height are 1995mm and 1305mm respectively.

The 2975mm wheelbase is 100mm longer than that of today's E-Class and CLS, hinting at a larger interior in the next generation of both models. The concept rides on the latest evolution of Mercedes' MRA platform.

Power is provided by the petrol-electric plug-in hybrid system used by the recently introduced C350 Plug-in Hybrid. It pairs a 208bhp turbocharged 2.0-litre four-cylinder petrol engine with an 80bhp electric motor to provide a total output of 275bhp and 442lb ft.

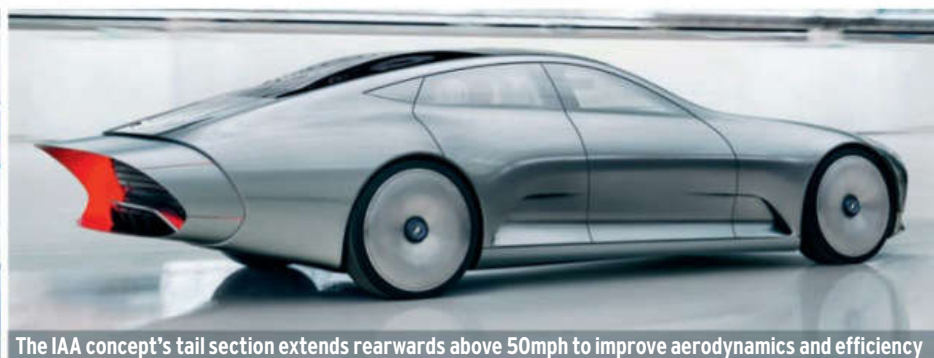
Mercedes is yet to provide any performance claims, although computer simulations suggest that the new concept is capable of delivering an electric-only range of up to 41 miles and combined fuel economy of 191.6mpg.

The lavish interior of the IAA closely previews that of the upcoming new E-Class. Building on the design used by the latest S-Class, it features a long, horizontally mounted high-definition monitor, as well as a centre console with touch-sensitive controls.

GREG KABLE



Cabin's touch-based controls are set to appear on future models



The IAA concept's tail section extends rearwards above 50mph to improve aerodynamics and efficiency

DAYTONA COUPES CONFIRMED

Shelby has confirmed that it will sell some of its 'continuation' Daytona Coupés in the UK. The Shelby Daytona Coupé is a recreation of the Cobra Daytona racer, six of which were built in 1965. Each is now worth millions of dollars.



SUPERLIGHT CELEBRATED

The Caterham Seven Superlight Twenty has been released to celebrate 20 years of the Superlight, with production limited to just 20 cars. It comes with a 135bhp 1.6-litre Ford engine, is capable of 0-60mph in 4.9sec and costs from £29,995.





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Buttresses and inlets above rear wheels are unique to the Spyder

Lid lifted on Huracán Spyder

New drop-top Lamborghini on sale from next spring with 602bhp 5.2-litre V10; priced at £205,000

The new Lamborghini Huracán Spyder has made its global debut at the Frankfurt motor show. The open-topped two-seater will go on sale next spring, priced at £205,000. It promises to be 40% stiffer than its predecessor, the Gallardo Spyder, and offer 50% more downforce.

Power comes from the same naturally aspirated 5.2-litre V10 engine as the fixed-head Huracán and the Spyder gets an identical 602bhp and 413lb ft of torque.

Despite an increase in the car's dry weight to 1542kg, Lamborghini says the Huracán Spyder can reach 62mph from a standing start in 3.4sec (compared with the coupé's 3.2sec) and go on to a top speed of more than 202mph.

New features for the Spyder include the addition of cylinder-on-demand technology and a stop-start system, which will also be included on 2016-model-year versions of the Huracán coupé. CO₂ emissions have improved by 14% compared with the Gallardo Spyder.

The car's four-wheel drive system has also been reworked, as has its clutch.

The Huracán Spyder features a folding soft-top made from lightweight fabric. It can be folded away in less than 17 seconds and at vehicle speeds of up to 30mph.

Styling changes from the coupé include new buttresses behind the seats and air intakes above the rear wheels. Lamborghini says the Spyder was designed to have different lines from those of the coupé, even with its roof in place.

Although much of the Spyder's interior is identical to the coupé's, it does feature an electrically operated rear screen that can be left up to reduce buffeting. When the car's roof is in place, Lamborghini says the Spyder is virtually as quiet as the fixed-head model.

Speaking at the car's launch in Frankfurt, Lamborghini boss Stefan Winkelmann said more than 3000 Huracán coupés had been delivered to customers since the car's launch in 2013 and almost half of all Huracán owners are newcomers to the Lamborghini brand.

"Huracán's success is reflected also in the overall sales of Lamborghini," Winkelmann said. "In 2015 we will outperform our last year's record sales figure of 2530 cars."

DARREN MOSS

New Lamborghini hypercar due next March

LAMBORGHINI is planning to introduce a new hypercar at the Geneva motor show next spring to celebrate the 100th anniversary of the birth of founder Ferruccio Lamborghini. The car is expected to be called the Centenario and will be based on the Huracán.

The standard Huracán has a naturally aspirated 5.2-litre V10 engine, but the Centenario will be powered by the 6.5-litre naturally aspirated V12 from the Aventador. The car's

reported designation of LP770-4 means it is likely to receive 759bhp – far more than the 602bhp of the standard Huracán.

To accommodate the larger engine, Lamborghini will extend the Huracán's wheelbase, as well as giving the car aggressive styling.



Drop-top Huracán is 40% stiffer than its Gallardo Spyder forebear



Two-seat interior is largely carried over from the Huracán coupé



Roof is light fabric and can be stowed in 17 seconds on the move



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Three motors propel the e-tron quattro to 62mph in 4.6sec



OFFICIAL PICTURES 

Audi gives clues to Q6 e-tron

New e-tron quattro, revealed at Frankfurt, is a lightly veiled version of an all-electric SUV due in 2018

Audi's new e-tron quattro concept previews the look, size and technical features of an all-electric Q6 e-tron model that will rival the likes of the forthcoming Tesla Model X.

The e-tron quattro draws on the latest developments in lightweight construction, aerodynamics, battery technology and electric drive systems to challenge the fastest of Audi's existing SUV models while delivering a claimed range of up to 311 miles.

"Audi will present an electric SUV in early 2018 and the e-tron quattro concept provides a concrete foretaste of this," said Ulrich Hackenberg, Audi's R&D boss.

The e-tron quattro has three

electric motors – one up front driving the front wheels and two at the back acting on the rear wheels. Nominal power is 429bhp, although a boosting function in the sportier of two drive modes temporarily increases that to 496bhp.

The e-tron quattro is claimed to have an SQ5-beating 0-62mph time of 4.6sec. The top speed is limited to 131mph to preserve the battery charge.

Energy comes from a large liquid-cooled 95kWh battery sited below the passenger compartment floor. Early tests suggest a combined AC/DC charging system operating at 150kW can store sufficient energy to provide a range of up to 249 miles in about 30 minutes, according to Audi.

Solar cells on the 1980mm-long roof also provide the battery with energy. Under a typical European climate, they're claimed to give 622 miles of range per year.

Underpinning the e-tron quattro is a modified version of the MLB platform from the upcoming new Q5. The suspension has air springs with adaptive damping and a self-levelling function to automatically lower the body by up to 30mm for improved aerodynamics at speed.

The e-tron quattro also has four-wheel steering, which reduces the turning circle at urban speeds and improves agility at higher speeds.

The e-tron quattro is 4880mm long, 1930mm wide



Four-seat interior mixes angular lines with smart-looking displays

and 1540mm tall. That makes it 250mm longer, 30mm wider and 115mm lower than the current Q5. Its drag coefficient is significantly better than any current Audi SUV's, at 0.25.

Active body elements – such as extending side sills, rear diffuser and a tailgate spoiler – deploy above 50mph to

provide more efficient airflow.

The interior has seating for up to four people. Boot space is put at 615 litres, 75 litres more than that offered by today's Q5. With the rear seats folded, boot capacity rises to 1725 litres, which is 350 litres less than that of the new Q7.

GREG KABLE

Koeru concept signposts coupé version of CX-5

OFFICIAL PICTURE 



MAZDA HAS GIVEN a glimpse of a new coupé-like SUV model with the unveiling of the Koeru concept at the Frankfurt show.

The Koeru is said to be a crossover SUV concept and not based on any existing model's platform. However, it is much the same size as the CX-5, with an almost identical length and wheelbase. It is 4600mm long and has a 2700mm wheelbase.

It has much more sweeping styling than the CX-5, though, suggesting it could preview a coupé-like version to slot

between the CX-5 and the smaller CX-3. Although nothing has been confirmed, it would be logical for Mazda to call such a model the CX-4 when it goes on sale.

Mazda describes the Koeru as having "broad proportions and a low-leaning cabin". It features LED lights at the front and rear and the latest evolution of the company's Kodo design language. The sleek styling is said to boost aerodynamics, improving fuel efficiency and helping to suppress in-cabin noise.

The car has not yet been confirmed for the showroom, but the production-like styling of the Koeru suggests it is a long way down the development road.

A production version could appear at a motor show next year, with a Paris debut likely in the autumn, before the finished car goes on sale in 2017.

The Koeru's interior can seat five adults, according to Mazda, and comes with the company's latest MZD Connect infotainment system.



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Fuel consumption in mpg (l/100km) for the Kia Rio 'SR7' 3-door: Urban 44.8 (6.3), Extra Urban 67.3 (4.2), Combined 56.5 (5.0). CO₂ Emissions are 115g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Offer is available on Kia Rio 'SR7' between 01/08/15 and 30/09/15 inclusive. **You will not own the vehicle until all payments are made.** At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle, (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to mileage and condition of the vehicle. Excess mileage charge 14.9p per mile. Subject to status. T&Cs apply. 18s or over. Guarantee/Indemnity may be required. Kia Motors Finance RH1 1SR. Model shown: Kia Rio 'SR7' 3-door 1.25 84bhp 5-speed manual at £10,845 including £1,000 customer saving. Non offer price £11,845. Customer savings vary by model derivative. Specification is subject to change without notice. Care-3 is the Kia Servicing Package that covers routine servicing and excludes wear parts. Offer not available with any other offer. Retail sales only. Details correct at time of going to press. 7 year / 100,000 mile manufacturer's warranty. For full terms and exclusions visit www.kia.co.uk. The Bluetooth® word mark and logo are registered trademarks and owned by the Bluetooth SIG, Inc.

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MILANESE coachbuilder Touring Superleggera has sold all five of its bespoke, Ferrari F12-based Berlinetta Lussos, company boss Piero Mancardi confirmed at the car's UK debut at the recent Concours of Elegance in Edinburgh. The first example will soon be shipped to its owner in Asia, and it will be another 12 months before the next car is completed.

ROLLS-ROYCE IS considering extending its Bespoke service to include one-off bodystyles for customers. Although there are no immediate plans, Rolls would like to be able to offer customers the chance to commission their own models in the same way that some car makers, such as Ferrari, do.



VOLKSWAGEN PLANS TO show an updated version of its Microbus camper concept. It will be revealed at the Consumer Electronics Show in Las Vegas next January prior to an announcement by VW chairman Martin Winterkorn confirming the van's return to the line-up.

WHICH IS ASTON Martin design chief Marek Reichman's favourite James Bond car? "It has to be the DB5," said the designer of the new DB10, the first car to be specifically created for Bond. "I can't pick one of my own..."

ROLLS-ROYCE DESIGN director Giles Taylor is resisting adding touchscreens to the firm's models because he doesn't believe it to be a premium solution. Instead, the firm will continue to develop the BMW iDrive-derived rotary controller until more premium technologies, such as voice and gesture-controlled functions, have matured.

OFFICIAL PICTURES

New Astra turns estate

Vauxhall's new Astra Sports Tourer gets more interior space; due next month

Vauxhall is promising more interior space, improved efficiency and reduced weight with its new Astra Sports Tourer.

The estate version of the five-door Astra has the same basic dimensions as the model it replaces, with an overall length of 4702mm and a width of 1871mm. But Vauxhall claims that tweaks to the interior packaging have freed up an additional 26mm of front head room, 28mm more rear head room and an extra 80 litres of luggage space. With the rear seats folded down, the Sports Tourer now has a capacity of 1630 litres.

The Astra wagon's load bay

gets a 40/20/40 split rear seat as standard, and it can be enhanced further by optional items from the FlexOrganiser range, including side rails, fasteners and cargo nets. The tailgate can be electrically operated and, as an option, opened and closed by waving a foot below the rear bumper.

As with the conventional Astra hatchback, the Sports Tourer has made considerable weight savings – up to 200kg in the case of the estate – thanks to a switch to Vauxhall's latest D2 platform.

Engine power outputs will start at 99bhp and go up to a new 198bhp petrol 1.6. Other notable units will be a



New Astra Sports Tourer is same size as before but roomier inside

new turbocharged 1.4-litre petrol motor with 148bhp and Vauxhall's latest 1.6-litre Whisper Diesel.

Much of the cabin trim and fascia design are carried over from the recently launched Astra, including Vauxhall's OnStar connectivity package

and an infotainment system that offers Apple's CarPlay and Android Auto.

The new Astra Sports Tourer is due on sale in October. Prices are likely to stay broadly in line with the outgoing model's, starting at around £17,000.

JOHN McILROY

Leon Cross Sport packs 286bhp, 4WD

SEAT HAS SHOWN a high-performance, off-road-focused concept version of its three-door Leon SC.

The Leon Cross Sport comes with several styling upgrades, including gloss black extended wheel arches and sills, larger air intakes, a quadruple exhaust and a rear roof spoiler. It also gets two-tone 19in alloy wheels.

The ride height has been raised to give the Cross Sport 41mm more

ground clearance than the standard Leon SC.

The concept is powered by the recently upgraded 286bhp version of the turbocharged 2.0-litre petrol engine used by the production Leon Cupra. It also features permanent four-wheel drive.

The Leon Cross Sport is only intended as a concept for now, with no word on whether it will make it into production.



OFFICIAL PICTURE

LEAF TO GET LONGER RANGE

The Nissan Leaf will go on sale in December with a new 30kWh battery that gives it an increased range of 155 miles on a single charge. It will be available in Acenta and Tekna trims, priced from £24,490 to £26,340.



NEW TOP TRIM FOR DISCO SPORT

A new range-topping trim for the Land Rover Discovery Sport – HSE Dynamic Lux – is now available. It has more kit and a new All Terrain Progress Control system that acts like cruise control in off-road conditions. It costs from £46k.





OFFICIAL PICTURES 

GT model heads new Mégane

Renault targets premium rivals with focused 202bhp version of its all-new Mégane, on sale next year

The all-new Renault Mégane will go on sale next summer with a Renaultsport-tuned GT model at the head of its launch line-up.

The unusual decision to begin sales with a more focused model in the line-up was taken to drive early sales and tempt buyers from premium cars such as the Audi A3, BMW 1 Series and Mercedes-Benz A-Class, as well as established mainstream competition such as the Ford Focus, Vauxhall Astra and Volkswagen Golf.

The Mégane GT will initially be sold with a 202bhp petrol engine, with a 163bhp diesel following later next year, both linked to dual-clutch automatic gearboxes with steering wheel-mounted shift paddles.

The car also gets as standard a four-wheel steering system

that works in conjunction with bespoke damper, spring, brake and stability control settings to improve high-speed dynamics and make the car easier to manoeuvre at low speeds.

"We poured all our know-how into ensuring the GT would be both comfortable and a joy to drive," said Patrice Ratti, managing director of Renaultsport. "It's the perfect solution for buyers looking for performance, excitement and enjoyment at the wheel."

The exterior design of the Mégane GT is also sportier than that of the standard models. It gets extra grilles, twin exhausts and a rear diffuser, while the interior has the hallmarks of more extreme Renaultsport models, including wraparound seats, pedals finished in aluminium and enhanced stitching and materials.

The driver can select between five driving modes on all Méganes, ranging from Eco to Sport.

On GT models, Sport mode is upgraded to RS Drive and will offer the sportiest dynamic set-up of any of the new range prior to the anticipated arrival of a Mégane RS.

Each mode modifies accelerator and engine responses as well as adapting the speed of gearshifts. There are also more comfort-orientated modes that adapt the action of the massage seats and the cabin lighting.

The Mégane's more grown-up looks are notably different in character from those of the Clio, Captur and Kadjar. Instead, it has been designed to appeal to more mature buyers and is in keeping with the larger Renault Talisman and Espace,



New Mégane features more mature styling than the smaller Clio

which aren't sold in the UK. Most notably, the Mégane carries a new, C-shaped headlight signature at the front and a horizontal graphic on the rear, to accentuate the car's stance. Higher-end models will feature full LED headlights and tail-lights as standard.

The new Mégane is longer, lower and wider than the outgoing model and, as a result, has more space inside. There's

a 2cm increase in rear knee space, and the boot volume of 434 litres is significantly up on that of the Golf and Focus.

Renault says it has put extra effort into the fit, finish and quality of the materials used. "Renault can produce cars with a Latin skin and a German heart," said design boss Laurens van den Acker.

Renault has also improved the cabin quality of standard

ne line-up

models, with all but the base cars getting a full-colour head-up display and a 7.0in digital instrument display. As well as lending the cabin a modern feel, the head-up display allows the driver to stay focused on the road while reading speed, navigation and driving aid instructions.

UK specifications have not yet been set, but other optional technology includes adaptive cruise control, automated emergency braking, lane departure warning, speed limit warning and blind spot monitoring. Automatic headlights, a reversing camera, parking sensors and a hands-free parking function will also be available.

Highest-spec models get an 8.7in touchscreen in place of the 7.0in version. It replaces numerous cabin buttons

and allows the control of the satellite navigation, apps, radio and phone connection.

The Mégane will be available with a choice of five diesel and four petrol engines, ranging in power from 89bhp to 202bhp, although Renault hasn't yet decided which powertrains will go on sale in the UK. Some of the diesel units will be sold with the option of a six-speed dual-clutch automatic gearbox, while selected petrol engines will come with a seven-speed dual-clutch automatic gearbox.

A diesel hybrid model will be launched in 2017, with combined economy of 94mpg and CO₂ emissions of 76g/km.

Pricing has yet to be announced but is expected to start from about £17,000 and remain in line with today's figures across the range.

JIM HOLDER



Improved trim quality gives roomier cabin a more premium feel; top models get an 8.7in touchscreen



Horizontal rear light graphic accentuates Mégane's width; LED lighting will feature on high-end models

Q&A LAURENS VAN DEN ACKER, RENAULT DESIGN CHIEF

How hard was it to reinvent the Mégane?

"This segment is the most competitive in the world. We're going up against the very best – not just Volkswagen Golf, Ford Focus and Vauxhall Astra but also Audi A3, Mercedes-Benz A-Class and BMW 1 Series. We know we must up our game."

How does the new Mégane fit into your range?

"I don't see it as the big brother of the Clio; rather, it's a smaller brother of the Talisman and Espace. The Clio is fun, whereas the new

Mégane is a serious car. It will have the grown-up touches of the Talisman and Espace."

What specific demands are there on a designer in this segment?

"It's a segment where the car must do everything: be spacious enough to fit a family in, yet still look sexy and powerful, albeit in a sober way that conveys a lot of rationality, to underline claims around safety and fuel economy. We must offer every piece of modern technology for a reasonable price. It's a car that conveys status."

Can Renault design differently from the rivals you name?

"Well, we don't come to work every day saying we must celebrate our differences and be provocative. I'm trying to create a brand with stability. But that doesn't mean we can't stand out."





OFFICIAL PICTURES 

Clubsport becomes hottest

Volkswagen Golf GTI Clubsport packs up to 287bhp; on sale early next year, priced at about £27,500

The most powerful production Volkswagen Golf GTI ever made, the Clubsport, will go on sale in the UK early next year, following its debut at the Frankfurt motor show.

Set to go on sale at a price of around £27,500, the celebratory Golf GTI has been created to mark the 40th anniversary of the introduction of Wolfsburg's

iconic hot hatch, which first hit showrooms in 1976. The Clubsport was first unveiled in concept form at the annual Wörthsee fan meet in Austria earlier this year.

The Clubsport comes with a version of the existing VW Group turbocharged 2.0-litre four-cylinder petrol engine, which has been updated to produce 261bhp – a significant increase over the 227bhp

maximum produced by the standard Golf GTI.

However, it also comes with a function that temporarily increases turbocharger boost pressure, which adds a further 10% to the overall output for short bursts of full-throttle action. This means it can produce 287bhp for those short periods, making it easily the most powerful Golf GTI yet. It is capable of 0-62mph



Revised bodywork aids brake cooling and improves aerodynamics

New Volkswagen Tiguan adds space and cleans up

OFFICIAL PICTURE 



VOLKSWAGEN IS CLAIMING much improved interior space and fuel efficiency gains of up to 25% for its latest Tiguan SUV, which was unveiled on the eve of the Frankfurt show.

The new model is 60mm longer, 30mm wider and 33mm lower than its predecessor – and its wheelbase has increased by 77mm to 2681mm. VW claims rear knee room is up by 29mm, thanks to a redesigned split fold rear seat that offers up 180mm of longitudinal adjustment. The boot capacity has risen, too – by 145 litres to 615 litres with the rear seats in place and 1655 litres with them folded down.

The core of the Tiguan's engine line-up will be Euro 6-compliant diesel engines.

There's a 114bhp 1.6-litre and a trio of 2.0-litre units that offer 148bhp, 178bhp and 217bhp. Certain markets will have a variety of 1.4-litre and 2.0-litre turbocharged petrols, too, but the UK is unlikely to get more than a couple of these at most.

The lower-powered engines are used by front-wheel-drive models. The more potent units have a four-wheel drive system that provides four different driving modes. Gearbox choices include a standard six-speed manual and optional six-speed or seven-speed dual-clutch automatic gearboxes.

All four-wheel-drive variants now have 200mm of ground clearance – 11mm more than the front-drive models. There's also an optional Off-Road

package that features a reworked front bumper to increase the approach angle from 18.3deg to 25.6deg. Depending on the engine fitted, the towing capacity extends to 2500kg.

VW also previewed a Tiguan GTE plug-in petrol-electric hybrid at Frankfurt. This model uses the same basic powertrain as the recently introduced Passat GTE, mixing a 154bhp 1.4-litre petrol engine with an electric motor for a combined output of 215bhp. Together, they provide the most economical of the new Tiguan models with combined consumption of 149mpg and CO₂ emissions of 42g/km. It can also travel for more than 30 miles in pure-electric mode.

Clubsport is being sold to celebrate 40 years of the Golf GTI

Golf GTI yet

in 6.0sec with a six-speed manual gearbox, while the optional DSG dual-clutch automatic gearbox drops this to 5.9sec. Top speed is limited to 155mph, while CO₂ emissions are 160g/km and 155g/km for the manual and DSG versions respectively.

Styling changes consist of a front bumper with a large central air duct and a honeycomb insert, additional trapezoidal ducts to cool

the front brakes, prominent high-gloss black blades low down on the outer edges and a subtle splitter.

It also features gloss black door mirror housings and a black graphic along the lower edge of the doors in homage to the original Golf GTI. At the rear, the Clubsport has a new spoiler mounted atop the tailgate, together with a restyled bumper.

DARREN MOSS



SPY SHOT
FORD KA

New Ka testing

THE THIRD-GENERATION Ford Ka has been spied ahead of a launch next year.

The new model is a standalone product, unlike the outgoing Ka, which was made in partnership with Fiat. It is built on a scaled-down Fiesta platform.

The spy pictures appear

to show that it will stay true to the looks of the concept shown in 2013. However, the test car is a five-door – a departure from the three-door-only first and second generations of Ka. This would suggest that the new model is set to be larger inside and out.

Tester's Notes

Matt Prior



Hybrid 918 Spyder is a technological tour de force, as Porsche intended

“What’s the best car you’ve ever driven?” Three times this week I’ve been asked that question, because three times this week I’ve told somebody what I do for a living. (It’s that or being asked what I think of Top Gear, although, I suppose refreshingly, that tends to happen less often these days.)

Thing is, people don’t really want to know the answer. Because when I suck my teeth and suggest that, well, you know, ‘what’s the best car?’ is quite a complex question, like asking somebody what’s the best food they’ve ever eaten, and that context comes into it a great deal, they glaze over. “Hmm,” they say, on not getting the two-word answer beginning with ‘Bugatti’ or ‘Ferrari’ that they were hoping for. “Fascinating,” they lie, as I detect them making a mental note to try to not meet again.

But it isn’t a simple question, because how do you define

Is the ‘best’ car the fastest, or the quietest, or the most exciting? It may be none of these

‘best’? Is the best one the fastest one, or the one built from the finest materials, or the quietest one, or the most expensive one, or the most exciting one? The ‘best’ car may be none of these, if, perhaps, you think that the ‘best’ car is the one that does the job for which it was designed better than any other. I’m inclined to think like that.

And by that reckoning, a Ford Fiesta or Volkswagen Golf could lay as much claim to being the ‘best’ car as, say, a McLaren P1. They each excel at what they’re

meant to do, but the Fiesta and Golf are good at a larger number of things than the P1 – albeit rather less exciting things – while costing an awful lot less than the McLaren.

As examples of engineering, then, who’s to say that a Golf, Fiesta, a Mini or a Hyundai i10 is not ‘better’ than a P1 or a Rolls-Royce Phantom, a Range Rover or a Ferrari 488 GTB? They’re all very good, but at different jobs.

Take the Fiat Panda: it’s amiable family transport, decently practical, quite good fun to be around and costs nine grand. As a result, it has nailed the job for which it was designed. A Porsche 918 Spyder also nails what it was meant to do: be a technological masterpiece that’s fabulous to drive and intriguing to look at, but so it should do for more than £600,000. Deciding whether the 918 or Panda’s engineers better fulfilled their briefs, then, is a complex and deeply debatable question.

Likewise, the way a Bugatti Veyron makes driving at 200mph feel like driving a VW Polo is astonishing, but I think I have more admiration for the way a VW Golf R makes me feel when I’m driving it.

Which all means that the best car in the world may not be the obvious, glamour choice, but a... you’re glazing over, aren’t you? Okay, it’s the Ferrari F40.



Panda costs just £9k yet excels at the job for which it was designed

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The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience. Vehicle shown is the Ford Mondeo Titanium with optional Ruby Red special metallic paint, 19" alloy wheels, panoramic roof, and LED Adaptive Lighting.

mondeo.ford.co.uk



Go Further



A Week In Cars

Steve Cropley



Arthur Goddard, now 95, was Landie's chief engineer aged just 24



MONDAY

It's pretty special when one of the car industry's top men turns out to be as keen a car nut as any of us. The rigours of business tend to blunt the enthusiasm of the industry's biggest men, but when Ford's European president and CEO, Jim Farley, came to our London HQ, his credentials soon came to the fore. Farley agreed to be interviewed in the less than salubrious setting of our photo archive and (as well as talking business) gave us lots of insights into his credentials as a car lover.

"I didn't have money," he explained, "so I took vacation jobs. One of them was in an engine remanufacturing plant, a long way from home. I bought a '65 Mustang junker, lived in it while I re-did the engine, cashed in my return airfare to buy fuel and drove back to Michigan – with no licence or insurance. Not even a spare tyre. Didn't tell my parents, of course. What I loved most about that car was washing it, and driving it slowly. I'll never forget the feeling of freedom."

TUESDAY

Loose the fireworks and ring the bells: the Steering Committee has a new car. After model deliberations that have stretched

Early Landies had faults but nobody ever questioned the strength of their chassis

on one axis from Land Rover Evoque to BMW i3, and on the other from Hyundai i10 to Volkswagen Up, we are about to swap a seven-year-old Fiat 500 diesel for... another Fiat 500, this time a 105bhp Twinair. I was concerned at first about the choice of Fiat's unique two-pot engine (although charming, a Twinair needs 'understanding')

but as well as packing 23% more power, the latest version is smoother and its throttle response is more intuitive. Although our new 500 is a run-out model (you save £3500), its suspension has been updated several times in seven years. And within 100 yards, you're aware of a big reduction in nose weight. However, the best justification for buying another Fiat comes from the owner herself: "It makes me feel happy."

WEDNESDAY

After last week's story about British Motor Heritage – the Oxfordshire company that makes new MG B and Mini bodyshells – a neighbour hastened to show me his superb, rebodied 1964 MG B, which he's certain will now last another half century. However, while



The Steering Committee finally has a new car, this time a 500 Twinair

writing about BMH, I realise I failed completely to credit the vital efforts of 'Mr MG B' David Bishop and his associate, Neil Morricks, who – as present BMH proprietor John Yea made clear when we met – was the main driver both in the company's formation and its 'repatriation' from BMW. Without this pair, BMH could never have worked.

THURSDAY

To a pre-Goodwood 'heritage' dinner staged for hacks in a Surrey pub by Land Rover where we met 95-year-old Arthur Goddard, one of the marque's all-time heroes. At 24, Goddard was plucked from the company's stretched engineering team to be chief engineer on the original Landie, launched in 1948. Despite his years and a pretty decent

dose of jetlag, Goddard dealt remarkably well with an hour-long interview, during which the audience was transfixed.

The US army Jeep, known to have influenced Land Rover, was useful for two key things above all, we learned. First, it showed that Land Rover should do whatever it could to avoid early-onset rust. Second, it became the body-strength standard to which Land Rover worked. Given that the British 4x4's outer panels were to be formed in relatively soft aluminium (supplies of steel were very restricted), Goddard and Co decided to make their box-section chassis as rigid as the total Jeep structure. It worked. Early Landies may have had glitches but no one ever complained about their chassis strength.

And another thing...

This baby Wankel engine by AIE, which weighs a mere 10kg but packs a meaty 40bhp, was just one of many fine exhibits at last week's Low Carbon Vehicle show at Millbrook. This could be the smooth, almost inaudible engine that propels a generator in your next range-extender saloon.



steve.cropley@autocar.co.uk

@StvCr

FIRST DRIVES

This week's new cars



Audi A4 2.0 TDI 190 Ultra Sport

10.9.15, Venice Audi takes the fight back to BMW and Jaguar with an all-new compact executive saloon that's lighter, roomier, more efficient and more technologically advanced than before

QUICK FACTS

PRICE £31,000
ON SALE NOW

You've probably noticed some changes in the company car park of late. Jaguar's XE is already a fairly common sight on our roads and – even if it's hard to recognise – a facelifted BMW 3 Series will soon be joining it. Now another change is afoot, with the arrival of a new Audi A4 in the UK.

Although Audi's premium badge and superb cabins have ensured that the previous A4 sold reasonably well, its dynamics and emissions have always played second fiddle to those of the BMW. With the XE now with us, the outgoing A4 was starting to look even longer in the tooth.

There are no such issues with the new one, though. Company accountants will like the fact that

the new A4's emissions start at 99g/km and that (official) fuel economy is as good as 74.3mpg. Meanwhile, its completely new MLB-Evo chassis, which features five-link independent suspension front and rear, should ensure better ride and handling characteristics.

It's a bigger car than before, but it's lighter, too. Overall, it's longer, and front head room and rear leg room are improved. Audi has also worked hard to ensure that refinement is better than ever, claiming that its class-leading drag coefficient helps to keep wind noise down to A8 levels of silence.

Here we're driving what should account for a decent proportion of UK sales: the 187bhp version of the Volkswagen Group's 2.0 TDI →



All-new A4 has more front head room than before; perceived quality inside is high



← diesel engine. It features Audi's Ultra technology, so despite its decent headline power figure, it remains good for CO₂ emissions as low as 102g/km.

This 2.0 TDI Ultra unit has already shown what it's capable of in the A6, and it's no less impressive in this A4. By 1500rpm you begin to feel its pull and by 1750rpm the needle is well on its way. It isn't averse to being revved out, either, and is one of the quietest four-cylinder diesels on sale in the upper reaches of its rev band. You're aware of some vibration at the pedals and through the gearlever, but you can remove one of those distractions by choosing the automatic gearbox instead, something most buyers will do, we suspect. The action of the manual gearbox is far more sophisticated than before, though.

Thanks to some serious weight loss – up to 120kg in some cases – and that new chassis, this new A4 is more rewarding to drive than the previous one. It feels lighter on its wheels than the old car and more eager to change direction, but let's be clear: those who

put handling first should still head towards a BMW or Jaguar dealer.

The A4's steering remains its biggest frustration. The shortage of feedback shouldn't be criticised too heavily (the majority of electric systems offer very little) and nor should its low-speed lightness, but there just isn't the precision or urgency found in the 3 Series or XE. The A4 rolls more than its rivals when attacking corners, too, but grip levels are high. As it is, those more concerned with motorway behaviour might prefer the Audi's less twitchy high-speed set-up.

Its motorway ride will also please. Bumps and crests are nicely damped and the body never wanders too far vertically. Four suspension set-ups are possible: a Comfort setting, a stiffer and 23mm-lower Sport set-up that's standard on S line cars, and adaptive versions of both. Confusingly, adaptive Comfort is 10mm lower than standard Comfort, and all Ultra models have the lower Sport chassis for better aerodynamics. Still with us?

Our Ultra model's ride began to unravel as the speed dropped, feeling unnecessarily firm over sharp-edged bumps, even in its Comfort setting. At least there's a decent level of body control as these bumps are dealt with and the suspension always remains quiet.

Another area in which Audi has proved itself a class leader is cabin quality. No surprise, then, that the A4

leads its aforementioned rivals when it comes to perceived quality.

We sampled a Sport model with optional leather and a more basic SE (in 1.4 TSI guise) without, but in both cases the dashboard is very special. Its soft yet dense upper section is underlined by a classy silver band across the middle, and even the plastics lower down are of good quality. Its new metallic climate



New A4 is up to 120kg lighter than its predecessor and it feels more agile as a result



Trim materials look and feel swish and most drivers should find a comfortable position; 12.3in Virtual Cockpit digital instrument display is optional



Infotainment rotary controller works with a 7.0in screen as standard on Sport; 2.0 diesel has good mid-range flexibility and is quiet at high revs

control switches – with haptic feedback – also look and feel superb.

Our car was fitted with Audi's optional larger-screened MMI infotainment system, although a smaller 7.0in version is standard on Sport models. Both work the same way, with a slick rotary controller to guide you through simple-to-follow menus. The bright screen and crisp graphics are impressive, too, especially in conjunction with our car's satellite navigation maps.

Also fitted to our car was Audi's 12.3in Virtual Cockpit digital instrument cluster, first seen in the TT. It is, of course, an option and we don't have prices just yet, but if you can stretch to whatever it might be, you won't be disappointed.

It takes a while to learn, but you'll soon love sifting through information using the multi-function wheel buttons, and because you retain your dashboard-mounted screen, you can run your nav guidance directly in your eye line while you attend to other things on the larger central display.

Although front head room is better than before, there wasn't much issue with it in the previous model, and two tall adults will still sit in comfort. The standard manual driver's seat adjustment is wide-ranging and most will find enough steering wheel reach and rake adjustment to get comfortable. The improved rear leg room is more noticeable, with the two occupants on the outside seats treated to more space than before. Three adults across the rear bench remains tight, though.

At 480 litres, the A4's boot hasn't grown in capacity, but it's still the same size as that of a 3 Series and XE and its low loading lip, decent access and handy netted side cubbyholes make it a practical space.

Standard equipment on SE cars includes xenon headlights and LED daytime running lights, 17in alloy wheels, three-zone climate control, rear parking sensors, cruise control and keyless entry and start. Sport-trim cars add sat-nav to the standard 7.0in infotainment system, front sports seats (still in cloth) and

upgraded stereo. S line models get 18in wheels and LED headlights.

Test drive a new A4 and you'll soon realise that it isn't on a par with a 3 Series or XE for dynamism, but there's lots more to like. It is much better to drive than it was, cabin quality is top-notch, refinement impresses and fuel economy and emissions are competitive.

In fact, compared with the equivalent 320d ED Sport or XE 2.0 i4 180 diesel, this 2.0 TDI 190 Ultra is a company car tax band cheaper (even with Audi's seven-speed S tronic dual-clutch automatic gearbox added), saving you a little bit extra every month.

It gets four stars for now, but a drive of the 2.0 TDI 150 Ultra volume seller, which offers the even keener finances that are all-important in this class, might even make that rise. With the A4's ride a mixed bag at this early stage of assessment, we'll give a more final verdict once more suspension set-ups have been tried on UK roads.

RORY WHITE

A4

AUDI A4 2.0 TDI 190 ULTRA SPORT

More refined, spacious, efficient and nicer inside than ever, but rivals offer a more engaging drive



Price	£31,000 (est)
Engine	4 cys, 1968cc, diesel
Power	187bhp at 3800-4200rpm
Torque	295lb ft at 1750-3000rpm
Gearbox	6-spd manual
Kerb weight	1505kg
Top speed	130mph
0-62mph	7.7sec
Economy	72.4mpg (combined)
CO ₂ /tax band	102g/km, 18%

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NEW MG6 Fuel Consumption mpg (l/100km): Urban: 52.3 (5.4), Extra Urban: 68.8 (4.1), Combined: 61.4 (4.6) CO2 Emissions 119 g/km.
MG3 Fuel consumption mpg (l/100km): Urban: 37.7 (7.5), Extra Urban 57.6 (4.9), Combined: 48.7 (5.8), CO2 Emissions 136 g/km.

Models shown - NEW MG6 DTI-TECHTL in Passion Red at £17,995. MG3 3FORM SPORT in Stuck on Blue with White Trophy Stripe at £10,203. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3TME with no optional extras. On the road price of £13,995 applies to the MG6 S. On the road (OTR) prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. *From prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption values shown are based on official EU test figures and are to be used as a guide for comparative purposes and may not be representative of actual driving results. *Conditional Sale. 0% APR representative available on selected New MG3 and New MG6 models until 1st October 2015. A minimum deposit of 50% of the cash OTR price applies. Finance by MG Financial Services, a trading style of GMAC UK plc, PO Box 6666, Cardiff CF15 7YT, subject to status, availability and terms and conditions. Applicants must be aged 18 or over at participating dealers. Please see your local dealer for details. Full details also available at www.mg.co.uk/offers

QUICK FACTS

PRICE £17,500 (EST)
ON SALE SPRING/
SUMMER 2016

MG GS 1.5

10.9.15, Shanghai, China MG looks for mainstream success with its first compact crossover

The MG of old may have been best known for its sports cars, but today's MG is pinning its hopes on a sports utility vehicle. MG's 3 supermini and larger 6 saloon and hatchback are dynamically competent, but sales have been hampered to varying degrees by their engine and transmission offerings.

MG's new GS has no such problems. It's available with a 1.5-litre or a 2.0-litre engine, both turbocharged petrol units. We drove the smaller-displacement unit, which was produced in collaboration with General Motors. Developing 166bhp and 184lb ft, it promises to give the car decent performance.

Externally, the GS is a modern-looking thing, but the rear, although distinctive, is likely to be divisive. The look is reminiscent of a beluga whale, with a bulbous bumper, which incorporates the lower part of the tailgate, giving way to a slab frontage that has multiple lines. Black accents above the MG logo then highlight a sharp angle up to the roofline.

In order to stand a chance in the UK, the GS's interior is going to need some serious improvement. With the 3, MG has garnered sales by making it interesting to look at inside and out. Currently, the inside of the GS is a little on the boring side, but where it really suffers is from the heavy deployment of hard plastics. The dashboard is a standard charcoal colour and the leather seats are available in beige or black.

However, even base models get a 6.0in touchscreen infotainment system, which is bigger than that of a Nissan Qashqai. The range-topping Deluxe model, tested here, comes with an 8.0in touchscreen that incorporates MirrorLink to integrate smartphones with the infotainment system. There are also additional standard features with Deluxe trim, such as a reversing camera with dynamic guidelines and sat-nav. However, the unit is excessively sunken into the dashboard.

In the back, the absence of a large transmission tunnel helps to create sufficient room to house three people

in comfort. Leg and head room are good, too. Obvious cost-cutting means that the bench doesn't fold up, but the backs of the seats do drop down to create a pretty much flat surface. The boot is impressively sturdy and has an additional cover for the spare wheel, while the capacity is more than 50 litres greater than that of a Qashqai.

The GS is available with the choice of a six-speed manual or a seven-speed dual-clutch automatic gearbox. Our 1.5-litre test car was fitted with the automatic and it provided seamless shifts. Unfortunately, there are no shift paddles (these are available on the 2.0T model only), but manual control is possible through the drive selector.

Power is abundant, giving the car spirited performance, but this seems to come at the expense of fuel efficiency, which on our journey showed figures poorer than those you'd expect from some of the competition. The steering needs better weighting before it reaches the European market, too, because

it's currently too light. In addition, the brakes suffer from limited pedal travel, meaning that even a light touch with your foot leads to disproportionately heavy braking.

Our test route consisted of mainly straight roads, so it was difficult to get a true feeling for the GS's handling. It seems as though the dampers could do with stiffening to meet the expectations of European buyers, although a corrugated ramp did produce a large amount of jarring.

MG needs to do considerably more work on the GS before bringing it to the UK if it is to achieve the success the firm is counting on. The basics here are good, but the GS's drive needs to be tailored for European conditions and tastes, and MG needs to find much better-quality materials for its interior.

MARK ANDREWS

MG GS 1.5

A solid effort, albeit one that will need upgrading before it can become competitive in Europe



Price	£17,500 (est)
Engine	4 cyls, 1500cc, turbo, petrol
Power	166bhp
Torque	184lb ft
Gearbox	7-spd dual-clutch automatic
Kerb weight	1539kg
0-62mph	na
Top speed	118mph
Economy	39.2mpg (combined)
CO ₂ /tax band	na



Big-screen infotainment fails to distract you from the cheap-looking trim; performance is peppy but its suspension needs tuning



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Mercedes-AMG A45 4Matic

10.9.15, Dresden, Germany More muscle, tweaked looks and revised dynamics up the ante

Mercedes' A45 is now two years old, which means it's time for its first facelift. It's also the recipient of a lightly altered name: Mercedes-AMG A45 4Matic.

There's a reshaped front bumper with larger cooling ducts, a lightly altered rear spoiler and a reprofiled rear bumper. Buyers can also choose an optional AMG aerodynamic package, which adds small winglets and a more noticeable splitter to the front bumper as well as a prominent wing and revised diffuser. Inside, there's a new instrument binnacle, a revised steering wheel, front seats offering greater cushion adjustment and new trim combinations.

The turbocharged 2.0-litre four-cylinder petrol engine receives mild changes to boost power by 21bhp and torque by 18lb ft, raising the reserves to 376bhp and 350lb ft. There's also a revised seven-speed dual-clutch automatic gearbox with shorter gearing for third to seventh. As before, drive is sent through a four-wheel drive system, which includes an electronic locking diff as standard

or a mechanical locking diff when combined with an optional Dynamic Plus package.

The 2016-model-year A45 also features optional adaptive damping, which forms part of a Dynamic Select system that also allows the driver to alter the responsiveness of the steering, gearbox and steering.

The A45 has never wanted for speed or dynamic ability, but this upgraded model raises the bar. The engine remains the highlight and now feels even more muscular than before, with smoother low-rev qualities and a more resolute feel through the mid-range. The sprint to 62mph now takes 4.2sec, which is a scant 0.1sec inside that quoted by Audi for the RS3. The claimed combined fuel economy figure remains unchanged, at 42.2mpg.

Accompanying the increase in raw speed is a noticeable improvement in straight-line stability. With subtle aerodynamic upgrades, including an optional rear wing, the new A45 tracks with enhanced poise all the way to its 155mph top speed.

As accomplished as it is in a straight line, however, it's the way the A45 delivers over a back road that really raises eyebrows. Few cars at any price are so swift yet as accommodating from point to point on the road. Its sheer effectiveness places it ahead of many supercars for outright dynamic prowess. Grip levels are colossal. It takes a huge cornering speed to unseat the purchase of the front tyres, dry or wet, and body control is rock solid on smooth roads. There's some roll, but it never impedes progress, and the car is less prone to being thrown off line by mid-corner bumps than before.

A rotary dial offers the choice between Comfort, Sport, Sport Plus and Race modes. As well as altering the damping qualities, the Dynamic Select system changes the characteristics of the throttle, gearbox, steering and damping. The inclusion of adaptive damping serves to broaden the dynamic repertoire, allowing you to dial up a far more cossetting ride than before. Greater levels of compliance have been

introduced, making the A45 a more acceptable proposition in town now.

If there is a criticism, it is that the feel imparted by its steering is vague. There's genuine feel during initial turn-in and the overall weighting is well judged. However, there's a shortage of feedback off-centre as lock is increased.

The appeal of the A45 goes well beyond its scintillating speed and outstanding dynamic ability. It is also a truly impressive piece of engineering and high on perceived quality. Yes, £39,995 is a lot of money, but when it is this good, it almost seems like a bargain. In years to come, we'll look back on this new Mercedes as a car that redefined the performance hatchback ranks, bringing with it supercar-like qualities for a fraction of the price.

GREG KABLE

MERCEDES-AMG A45 4MATIC

More power and improved dynamics raise the mega-hatch bar to supercar-worrying levels



Price	£39,995
Engine	4 cyls, 1991cc, turbo, petrol
Power	376bhp at 6000rpm
Torque	350lb ft at 2250rpm
Gearbox	7-spd dual-clutch automatic
Kerb weight	1555kg
0-62mph	4.2sec
Top speed	155mph (limited)
Economy	42.2mpg (combined)
CO ₂ /tax band	161g/km, 27%



High-performance credentials are apparent in the interior decor; acceleration, grip, body control and stability are all impressive



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Official fuel consumption for the Fabia Hatch range in mpg (litres/100km): Urban 46.3 (6.1) - 72.4 (3.9); Extra Urban 67.3 (4.2) - 91.1 (3.1); Combined 58.9 (4.8) - 83.1 (3.4). CO₂ emissions for the Fabia range are 110 - 88 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.

QUICK FACTS

PRICE £30,200
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Range Rover Evoque eD4 2WD

8.9.15, Barcelona Fuel-efficient model gains new Ingenium diesel engine as part of a facelift

The Range Rover Evoque remains a glorious success for Land Rover, which has shifted almost 450,000 examples of its baby crossover since it was launched in 2011. One in three Land Rovers sold last year was an Evoque, in fact, and the UK remains the largest single market for the car.

Now it's time for a facelift, although the policy here appears to be minor improvements instead of isolated giant leaps. We've already seen the nine-speed automatic gearbox, for example, and such is the strength of the Evoque's image that the looks of the 2016 car have been only tweaked. There's a slightly chunkier front bumper, new LED headlights and a few fresh alloy wheel designs – and not much else.

Significant changes under the skin focus on the replacement of the old 2.2-litre four-cylinder diesel engine with Jaguar Land Rover's 2.0-litre Ingenium unit and a reworking of the suspension to adapt to the resulting improvement in weight distribution.

The engine comes in 148bhp and

178bhp forms, along with front or four-wheel drive, a six-speed manual and that nine-speed auto. Choose the cleanest Evoque and you'll get a manual two-wheel-drive 148bhp three-door that emits 109g/km of CO₂. The same spec with two extra doors – as driven here – emits 113g/km.

The Evoque's trim choices move into line with those of other Range Rovers, so entry-level Pure is joined by SE, HSE, HSE Dynamic and Autobiography. An extensive range of personalisation options is available, but you may have to look to the middle of the range before the full gamut of configurability is at your disposal.

The Ingenium engine marks a considerable step up in refinement. At a motorway cruise, it pulls barely 2000rpm and fades nicely into the background. Work it hard and it'll give you an unmistakable diesel grumble, but it's a world away from the rasp of the old 2.2.

This more modest Ingenium in the eD4 has 280lb ft at 1500rpm, and although it can get bogged down, it has just enough gumption to

maintain a decent lick on twistier roads, helped by a slick gearbox whose ratios and throw feel short and tightly spaced for an SUV. It's not about to challenge hot hatchbacks for driver involvement on a B-road, but it does manage solid body control and accurate turn-in from consistently weighted steering.

The cabin has had a mild upgrade, with soft-touch materials on the door skins, a new design of instrument panel and a higher-resolution display between the speedo and rev counter. It's certainly crisp but highlights how poor the 8.0in central touchscreen is. Land Rover has rolled more features than before into its infotainment set-up, and although the system is quicker to respond than the old car's, the display is disappointingly fuzzy and next to useless in sunlight. (Bear this in mind if you're considering the full-length glass roof.)

The rest of the interior is basically unchanged, with the same limitations on rear space, rear head room and boot capacity that have failed to put off those 450,000-odd

customers. There's enough space for four adults for a short journey, but they'll need to pack reasonably light.

Our test route included challenging climbs, deep water and rocky stretches, and the eD4 acquitted itself well. For all the scepticism of purists, the Evoque can deliver an experience worthy of the badge – although dedicated off-roaders will be better served by a four-wheel-drive example featuring the new All-Terrain Progress Control system.

It's hard to say if the switch to the Ingenium diesel will bring thousands of new customers to the Evoque, but the improved refinement should at least remove one of the key reasons to avoid it. Meanwhile, the nip and tuck to the styling is subtle but fresh enough to tempt existing owners into upgrades at the very least.

JOHN McILROY

RANGE ROVER EVOQUE ED4 2WD

Ingenium engine brings a welcome increase in refinement to Land Rover's winning small SUV formula



Price	£30,200
Engine	4 cyls, 1999cc, diesel
Power	148bhp at 4000rpm
Torque	280lb ft at 1500rpm
Gearbox	6-spd manual
Kerb weight	1608kg
0-62mph	11.2sec
Top speed	113mph
Economy	65.7mpg (combined)
CO ₂ /tax band	113g/km, 20%



Changes include different door trims and a new instrument panel; over rougher terrain, this two-wheel-drive model performs well



PUMP UP THE VOLUME

The new Skoda Superb Estate has enough space inside to shade the benchmark Mercedes E-Class wagon. Should you choose one instead? **Matt Saunders** decides

PHOTOGRAPHY LUC LACEY





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There are two kinds of car enthusiast. I used to be one of the normal kind – we’ll call them ‘group one’ – but I’ve changed. Life has turned me into a ‘group two’ sort of feller.

Here’s how you tell. Imagine a gleaming, box-fresh, 500bhp estate car parked 50 feet in front of you, in dead-on profile. The passenger doors are all closed but the bonnet and tailgate are both open. So where do you go first?

‘Group one’ car buffs are drawn straight to the front, like wasps to a sugar cube, to gawp at the hulking lump of engine confined therein. It’s understandable. A few years ago, I’d have been the first one there. You don’t know an engine until you’ve stared at it for at least 10 minutes.

But these days I’d amble to the rear end first with all of the other ‘group two’ pragmatists, wondering whether the rear seats fold totally flat and how many cargo nets and lashing points one gets on a 500bhp load-lugger in 2015. Living with cars turns you into a ‘group two’ sort of bloke, I reckon. It teaches you that, regardless of what they are, big estates in particular only really earn their corn by what they can actually do for you.

Welcome, then, fellow ‘group two’ types. The following few pages are for you. They contain minimal references to powerful turbocharged multi-cylinder engines, and I’ll keep the sections about performance and handling short and sweet. Because we’d sooner read about load space, in marvellous, gratuitous detail, wouldn’t we?

And we’re all very excited that there’s a new

estate on the block with a load bay of apparently unprecedented vastness. The Skoda Superb has an exceptionally large boot even in normal hatchback form, but as an estate, that hold grows to the kind of volume you’ll need binoculars to truly appreciate: up to 1950 litres, as claimed.

That makes any other wagon available for the same money look tiny. On paper, it even eclipses the carrying capacity of the estates that spring to mind as the most capacious and most useful available at any money – Mercedes-Benz E-Class (1855 litres) included.

Doesn’t that make this new Skoda the best estate in the world, then? In order to answer that question, you need an all-time load-lugging great to compare it with, such as the latest Mercedes E220 Bluetec – as well as a tape measure. You’ll need some props, too. Bald statistics seldom reveal where real-world brilliance is to be found, after all. And parting a two-year-old from her trike, as it turns out, is relatively easy on a rainy afternoon.

Before we get our hands dirty, an admission. We’re aware that the number of Mercedes brand devotees willing to defect to Skoda on the strength of Autocar’s say-so will be low. There will be a gulf between the average UK transaction prices of the E-Class and Superb estates, and the fact that we’ve managed to raise versions that are quite closely matched on power and performance level, and separated by less than £5000 on list price, suggests the cars are closer rivals than they really are.

Yet the Skoda wastes few opportunities to

confound the inferiority that the badge snobs will expect of it. The vast load bay we already know about, but the Superb is also shorter and lighter than the E-Class, as well as more powerful and faster-accelerating. More capable, too, thanks to the availability of Haldex-type four-wheel drive, whereas the Benz remains rear-wheel drive only.

The E-Class counters meekly on paper, with slightly lower CO₂ emissions and better claimed fuel economy. But the vitals more important to estate regulars, from maximum allowable towing weight on a braked trailer to maximum payload weight in the boot, are all on the Superb’s side.

Credit to Skoda, too, for keeping the Superb’s costs of ownership low. Our market sources suggest that even this top-of-the-range Superb will retain 43% of its showroom value after three years and 36,000 miles – impressive considering that the E-Class is rated at only 45.2%. The Skoda also charts 11 insurance groups lower than the Mercedes – a difference of hundreds of pounds a year for a typical renewal premium.

So far, so good for the Skoda. Tougher territory now, though. Attractiveness is a facet so tightly bound up with desirability and brand allure that it seems impossible to discuss the Superb’s styling in isolation. It’s a handsome car, sure enough – to these eyes, better looking than the E-Class, whose boxy rear end and high roofline both seem relatively awkward. Handsome enough that you wouldn’t care about turning down a Benz for a Skoda, though? I doubt it. →



Superb has a pliant ride and a laid-back feel; it also benefits from the option of AWD



E-Class is the archetypal executive car, sharper and more assertive than the Superb



Superb's capacity advantage is largely down to its 70mm greater loading height



Air springs on the rear help to keep the E-Class level, even when it's fully loaded



Extra usable floor width means the Benz can swallow just as much gear as the Skoda



The Superb's cabin, as well as being large, is rich, solid and very pleasant indeed. Nonetheless, it's on cabin quality that the E-Class distinguishes itself. The difference between the two isn't huge. Both have lined storage bins and smooth, carefully stitched leathers. Both are cars of apparent quality. The Skoda has bigger oddment cubbies. But the E-Class's fixtures and fittings feel that little bit more substantial in your hands than the Skoda's and its cabin is, by a nose, the nicer place to be.

Time to measure up and get loading. I had hoped that this bit would be straightforward – that the car with the bigger real-world load bay would swallow the golf clubs, stepladder, baby buggy and toddler's trike, while the other one would refuse. In fact, with the smaller section of the split-fold rear seats folded in both cases, both cars surmounted the challenge. There is little, it seems, that a Superb Estate will carry that an E220 Estate won't. If only we'd had a washing machine, a 70in flatscreen TV and an enormous cuddly toy.

Dive into the load bays and explore in greater detail, though, and you can identify the better estate car. It may not be the one you're expecting.

The tape measure confirms that, for passengers at any rate, the Skoda is the more spacious car. Rear leg room is more abundant in the Superb to the tune of almost 100mm. On head room, the cars

are evenly matched; likewise on cabin width.

But measure up the load bay and you may wonder, at first, where the Skoda's advantage lies. On loading length, there's nothing between them: 1160mm behind the second row in the E-Class, 1140mm in the Superb, rising to exactly 2000mm when you flop the seats down in both cases.

But on width, the E-Class has the edge; the Merc's load bay is 1140mm wide at its narrowest, the Skoda's only 1000mm. So on everyday carrying capacity – floor space, essentially – the E-Class is marginally the more useful of the two.

Where the Skoda hits back, and ultimately delivers its overall capacity, is on load height. Floor to ceiling, the Superb offers a space up to 820mm high in which to stack things up, versus only 750mm in the E-Class. However, that extra height may only come into play on a handful of occasions during the average ownership of any estate car. By my reckoning, width is more useful than height in an estate – and the Merc has width to burn.

That's not the end of the practicality debate, though. You can get a folding front passenger seat in the Skoda but not in the Mercedes. However, Skoda adversely affects the usefulness of that feature by failing to flip the layout of the split-folding rear seats around for right-hand-drive cars, leaving the larger section behind the driver.

What that means is that, in the E-Class, you could tilt and slide the front passenger seat as far forwards as it'll go, flop the bigger portion of the back seats down, seat a passenger behind the driver and leave the maximum amount of load space available for bikes, potted plants, flatpack furniture or whatever. In the Superb, there's significantly less through-loading space.

The Superb's practicality shortcomings don't end there. I like proper, flat-folding back seats in my family wagon, with release levers positioned close to the boot opening for optimal convenience, and a flat load bay floor for easy loading. The E-Class offers all three things as standard. The Superb's seats won't quite go flat, and if you want a flat 'false' floor or remote seatback releases, you'll need to spend more for the required options – even on a £35k, top-of-the-line model.

You also have to pay extra for a proper load bay partition in the Superb, to keep those bathroom tiles you've stacked up to a height of 820mm from sliding forwards onto the rear seats when you brake. All of which makes it too easy to order a Superb that's just a little bit disobliging to use.

Decision time. I said there wouldn't be much about driving dynamics in this twin test – and what there is only makes the verdict tougher.

The Superb is the more refined car and has the



	1 Mercedes-Benz E220 BlueTEC Estate AMG Night Edition	2 Skoda Superb Estate 2.0 TDI 190 DSG 4x4 L&K
RATING	★★★★★	★★★★★
Price	£39,355	£35,040
0-62mph	8.8sec	7.7sec
Top speed	136mph	142mph
Economy	60.1mpg (combined)	55.4mpg (combined)
CO₂ emissions	130g/km	135g/km
Kerb weight	1760kg	1635kg
Engine layout	4 cyls in line, 2143cc, diesel	4 cyls in line, 1968cc, diesel
Installation	Front, longitudinal, RWD	Front, transverse, 4WD
Power	175bhp at 3200-3800rpm	187bhp at 3500rpm
Torque	295lb ft at 1400-2800rpm	295lb ft at 1750rpm
Power to weight	99bhp per tonne	114bhp per tonne
Specific output	82bhp per litre	95bhp per litre
Compression ratio	16.2:1	15.8:1
Gearbox	7-spd automatic	7-spd dual-clutch automatic
Length	4905mm	4856mm
Width	1854mm	1864mm
Height	1507mm	1477mm
Wheelbase	2874mm	2841mm
Fuel tank	59 litres	66 litres
Range	780 miles	804 miles
Boot	600-1855 litres	660-1950 litres
Front suspension	Multi-link, coil springs, anti-roll bar	MacPherson struts, coil springs, adaptive dampers, anti-roll bar
Rear suspension	Multi-link, air springs, anti-roll bar	Multi-link, coil springs, adaptive dampers, anti-roll bar
Brakes	322mm ventilated discs (f), 300mm discs (r)	312mm ventilated discs (f), 300mm discs (r)
Wheels	8.5Jx18in (f), 9.5Jx18in (r)	8.5Jx19in
Tyres	245/40 R18 (f), 265/35 R18 (r)	235/40 R19



Superb runs the E-Class close but isn't able to topple it

more obedient automatic gearbox, marginally more overtaking and hauling power and a more comfortable, calming, big family car vibe about its ride and handling. The E-Class is heavier in its control weights, a touch grippier and more direct in its handling, but less cossetting overall. The Benz feels more like a modern executive car, affected slightly by its need to feel multi-talented, assertive and sporty. The Skoda is entirely laid-back – secure about the simplicity of its dynamic brief.

On that front, and not only that, I prefer the Superb, which feels, in many ways, like a truer modern take on an old Mercedes W123 estate than the E220. You've got to hand it to Skoda for exceeding so many of the standards of one of the best modern load-luggers on the market here, and then making the finished product available at a price to beat a like-for-like Ford Mondeo. All things considered, the Superb is a remarkable family car.

But it hasn't slain the giant. With its layout, quality, convenience and desirability, the E-Class reeks of the decades of experience that have gone into making it arguably the greatest modern estate in the world and keeping its legacy secure.

As it happens, you can get one with a 577bhp turbo V8. But just in case you're still not sure which end you'd go to first, rest assured that both contain no small amount of brilliance. **A**

TURNED OUT NICE AGAIN

Torturing cars in Death Valley's sweltering heat is a key part of a test engineer's job. **Richard Bremner** slaps on the factor 50 sun cream and joins Kia's crew as they bake the next Sportage to perfection



"Get ready to stop. Three, two, one, stop!" At which point two Hyundai Tucson, a Honda CR-V and three SUVs zipped into unflattering black camouflage perform a synchronised halt in a sun-baked, 38deg C car park in Furnace Creek. And wait, idling in Drive and held on the brake, for exactly two minutes.

"Get ready. Three, two, one go!" The six SUVs take off for another half a lap of this rather large car park before the "get ready" command comes over the walkie-talkie again. Eight times they perform this synchronised stop-and-go routine, a sight that must look bizarre to any passing pedestrian. Not that there are any of those in this heat.

Welcome to the hot-weather test routine for Kia's 2016 Sportage, the new generation of the stylish SUV that has done so much to put Kia on the map in the UK. We're here not so much to sample this far-from-finished prototype – although there will be a bit of that – as to experience a slice of hot-weather testing by actually doing it.

Kia is close to the final sign-off of the new Sportage's cooling capabilities. This involves testing not only the ability of its drivetrain and sub-systems to stay cool but also that of its cabin.



Safety first – even at the low speeds of the tests

Temperature diagnostic kit fills the Kias' boots

Yesterday a Sportage spent time towing a very large load up a very long grade in a very high heat. Today three of them will endure a series of precisely co-ordinated journeys that, to the uninformed eye, might seem tame despite the sun's withering power. We barely hit 60mph during the entire day and spend much of it travelling at 30-40mph. Sometimes we're stationary, the engines merely idling, while at other times the Sportages aren't running at all and are instead left to broil in the desert sun.

There is, of course, plenty of rigour to this torture by heat, as Lee Foster, Kia's senior manager of vehicle evaluation, thermal systems and material weathering, explains back in Kia's modest workshop. The facility is near Beatty, one of the less interesting place names in a national park that also includes Stovepipe Wells, Mercury, Badwater, Skidoo (unlikely in this heat), Chloride City and the Funeral Mountains.

Foster starts by providing detail on the "stop-go data from yesterday at Stovepipe". That test consisted of "a two-minute drive and two minutes of idling, several times, then a 10-minute idle. If the wind comes at the front of the car, it forces the heat back in". Which doesn't help the radiators. →





What Foster and his eight-strong team of engineers are looking for (although hoping not to find) is evidence of the air conditioning system shutting down under the strain because of high internal pressure. “We want to keep that low, otherwise it shuts off,” Foster explains. The critical pressure in question is 430psi, at which point a relief valve deploys. Foster looks at yesterday’s data, which is projected on screen in a series of busy-looking graphs. “There are a couple of cars that are higher than I would like,” he notes.

Examine the graph’s spidery trails, which track the pressures of the prototype Sportages, as well as the current model, the Tucson and the CR-V, and you can pick out the telltale spikes. “But the good news,” adds Foster, “is that the new Sportage is a lot better than the previous model.” There are certainly no issues with the engine’s coolant temperature during the Stovepipe tests, during which the fluid remained well below 100deg C. “And that’s fine,” adds Foster.

Measuring all this involves a lot more than doggedly staring at a temperature gauge. Thermocouples provide temperature data for



FOSTER'S TEAM IS LOOKING FOR EVIDENCE OF THE AIR-CON SHUTTING DOWN

60 data channels per car, besides a selection of 15 CAN (controller area network) inputs selected from the car’s own network. These signals are received by a sizeable £8500 box, which is mounted in the Kia’s boot and built by Campbell Scientific, maker of weather station equipment.

The cabins of these Kias are festooned with wires and plenty of visible sensors, some poking from air vents to measure the velocity of air, others mounted almost uncomfortably close to occupants’ heads to measure cabin humidity. Also aboard is a pyrometer, which records sun load.

“We use the same routes, and we’re trying for the same temperatures, which are usually consistent,” says Foster. Besides the stop-start temperature testing that we’ll be performing today, the prototypes tow trailers up hills and undergo sun-load trials, the cars driven into and away from the desert’s dazzling orb. “These are the most difficult tests,” Foster says, alluding to the challenge of cooling a self-propelled greenhouse beneath a direct sun. “Cars have so much glass that it affects the comfort levels.”

What we’ll be doing today, however, is a lot



Camouflage tape and an array of sensors make it clear that this is a work-in-progress prototype



Vehicle evaluation manager Lee Foster explains the details of his test procedures to Bremner



Heavily disguised Sportages are tested alongside models from sister firm Hyundai and rival Honda

of heat-generating stop-start work. We depart the workshop early, as part of an 11-car convoy that includes four prototype Sportages, in a temperature of 27deg C. That soon rises to 38deg C as we descend into Death Valley, whose topography creates the conditions that earned it such a forbidding name. The valley floor is as brown and desolate as its surrounding mountains, the scene interrupted only by the crusty stains of salt pans and the road on which we're driving.

We're heading for an expanse of salt known as the Badwater Basin. Much visited by tourists, it provides Sportage parking for 15 minutes of underbonnet broiling before test two. That has us heading towards Furnace Creek "as slowly as possible to load the air conditioning", at Foster's request. We're to gather speed in stages, rolling first at 35mph, then 40mph, then 50mph. On the move we must radio through the car's temperature, as well as our assessment of the cabin comfort level on the basis of a finely graded, descriptive chart ranging from cold to hot.

Next stop is Furnace Creek, a small, touristy town of eateries, artefacts and car parks, in one of which we are to leave the Sportages during lunch. By now the temperature is 42deg C and it hasn't finished rising yet – especially in the Kias' cabins. When we emerge an hour later, there's a very particular routine to be observed. We must open our test car's doors as fleetingly as possible when we get in, to keep the heat within the cabin. And not start up. Instead, the prevailing cabin temperature of each car – around 60deg C – must be radioed in while its occupants swelter. I can almost feel my pores opening. Only then can we start up, the air-con set at 23deg C in auto mode.

Impressively, it takes only a few minutes for the cabin to turn pleasantly cool. And then comes the synchronised stop-start routine mentioned earlier. When that's finished, Foster has enough data for the day. He's happy but for the two cars that recorded slightly higher temperatures on yesterday's tests. The causes are two front-end designs, one featuring a single intake grille, another a pair of grilles. The dual-grille design is the fractionally better cooled, and Foster is reluctantly considering a faster cooling fan speed for the single-grille arrangement, "but there's an NVH issue", he explains. Such are the challenges of cooling system development. But given the obvious thoroughness with which Foster and his crew carry out their work, behind which lies the power of a 13-year database, it's easy to imagine that they'll find a solution. **A**

INSIDE HYUNDAI-KIA'S SECRET CALIFORNIAN PROVING GROUND

WERE YOU TO stumble upon what we're looking at right now, you might wonder whether you had walked into an experiment linked to Nevada's Area 51 airbase, which isn't far away. What we're seeing are ranks of glass-fronted boxes a few feet from the ground, their panes angled skywards. After a while you might notice that they're motorised and track the path of the sun. Their contents will disappoint Area 51 conspiracy theorists but certainly divert any car nut, who will be able to inspect bumpers, steering wheels, upholstery and light clusters, all of them undergoing accelerated heat and UV light tests to ensure that they don't fade, warp, weaken or – if they're transparent or translucent – turn cloudy.

In fact, there's no danger of chancing upon this surreal scene, because it lies within the perimeter fence the 4300-acre Hyundai-Kia proving ground in the Mojave Desert, north-east of Los Angeles. In many respects, this facility is

much like the dozens of others that car makers have scattered across the planet, except that it regularly bakes beneath a 40-50deg C sun. There's a high-speed circuit, a handling circuit, an off-roading section, a skid pan, gravel tracks and the euphemistically termed 'special surfaces', their Belgian pavé and concrete setts capable of delivering real violence to a prototype's suspension.

These tests are all about cementing quality and reliability into new models and ensuring that they can cope with the peculiarities of the US market, such as San Francisco's home driveways, which are quite often small, at right angles to the street and on steep hills. The result is a drive that shelves and turns sufficiently to cause the car to tilt and twist, producing one dangling wheel and then another.



The proving ground has a replica (above), albeit without a charming wooden San Franciscan house at its summit, for us to try. The goal is to hear no tell-tale creaks of flexure – we don't – and to be able to open and close the doors. We can. Obscure but essential tests such as these are what it takes to make a Kia oven-ready.

'I want people to be so emotionally engaged with Ford cars that premium rivals seem dull'

Ford of Europe's new president, Jim Farley, wants his customers to love cars as much as he does. Which is a lot, as he tells **Steve Cropley**

PHOTOGRAPHY ADAM WARNER

Jim Farley is exactly the kind of enthusiast you don't find at the top of multinational car companies. He's too much like the rest of us: living and breathing cars, mending them, restoring them, racing them and trading them when he has time.

In fact, as a young graduate, Ford's new, 53-year-old president of Europe, Middle East and Africa almost didn't join the car business because he feared corporate contamination might spoil his precious hobby.

Farley eventually did join the car game, but only after spells in the computer and financial industries ("I liked computers, but not as much as cars"). Part of the persuasion process was receiving post-MBA offers from every major American car company.



GT is the pinnacle of the One Ford ethos

Another incentive was indulging his abiding curiosity to discover what made giant industrial firms tick.

"There were times when I'd spend my vacation working on production lines," he says without guile. "I loved seeing the greasy bits combine into a car and understanding how decisions were reached on volumes, prices and model mix."

This love of the whole business is

a major reason why Farley accepted an offer last January to lead Ford in Europe. In a novel move that raised eyebrows at the time but now looks rather logical, Farley swapped his job as Ford's Dearborn-based global sales and marketing chief directly with that of previous European president Stephen Odell, who had just led Ford of Europe out of recession and to the brink of profitability.

On a day when Farley felt ready to discuss his new mission, we met in the somewhat unconventional setting of Autocar's photo archive (13 million images and counting, dating back to 1895). There were decent reasons: to provide an interesting photo backdrop, to show Farley the comprehensive picture collection we have of his early mentor, the late F1 →





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123D » 252 BHP

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318D/218D/118D » 225 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
420i/320i/220i/120i » 275+ BHP
435i/ F30 335i » 390 BHP
428i/328i » 295 BHP
535D / 335D / X5 SD » 355+ BHP
640D/335D/535D/435D » 390 BHP
730D » 305+ BHP
X5 4.0D / 740D » 370 BHP
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Farley once worked for 1961 Formula 1 champion Phil Hill



Mk1 Escort inspired a passion that Farley wants to emulate



← champion and car collector Phil Hill, and to spark his interest in our coverage of Ford's history. Maybe even to dig out a few pictures of the two Lola racing cars he campaigns in classic events, characteristically without fuss. After just a few minutes, it was clear that Farley never boasts. He listens almost as much as he talks.

Farley began his car industry career as a product planner at Lexus USA in 1990. He chose Toyota rather than an American company because theirs was an opportunity to work with engineers on a whole car, rather than pieces of it, as with the others. In 25 years, he has progressed from the bottom to the very top. This new Ford of Europe gig gives him day-to-day charge of his idea of a near-perfect business: one that dreams up the new models it then builds and sells.

He cites several other incentives for crossing the Atlantic. One was a conviction (formed while working in Phil Hill's restoration shop, a two-year stint that earned him "a PhD in cars") that Europe continues to make the world's best cars. Another was the belief that embracing Ford of Europe's design and manufacturing practices greatly helped the company to achieve its global One Ford ambitions, espoused by then-president and CEO Alan Mulally.

I hadn't heard Europe's contribution to One Ford described this way before and remark on it, whereupon Farley reinforces the comment. "I joined Ford from Toyota in 2007 because of the strength of Ford of Europe's model line-up," he explains. "The Premier Automotive Group cars were still around, but I was looking directly at the core

'We must decide what Ford of Europe's next gift to the group will be'

Ford product and its DNA, which I knew quite well because I'd been competing directly against them. I could see Ford was going to be able to achieve its objectives."

But that was all eight years ago. Today's challenges are different, and Farley articulates his view of them very clearly. "We must decide what Ford of Europe's next gift to the group will be," he says, "and it should be something the group couldn't or wouldn't do on its own."

Specifics will have to wait a bit, says Farley, who lives in London with his wife and three children, but he is already spotting trends and influences that will inform the European Fords of the future.

"There is a tension in Ford between building global products and catering for local needs," he says, "but it's healthy. I'm seeing trends in Europe that will definitely go global. There are interpretations of volume models – Citroën Cactus and Renault Captur are good examples – that you don't see elsewhere at present. These are proving very attractive to regular hatchback customers. It isn't traditional sportiness that excites

them, but the magic is definitely back. We already know that how we execute our next B-sized vehicle – and not just the five-door hatch but the whole portfolio – could be an important gift to our whole group."

He has lived in Europe (Brussels) before, but Farley is finding his London life instructive. In some ways, he says, the capital is "one of the grand experiments in new mobility. Where else in Europe would they close such an important piece of road as London's Embankment to dedicate a large part of it to bicycles?"

One of the new president's preoccupations – and surprises – has been watching cars file into London in the morning and discovering that the traffic isn't a representation of the cars his company sells. "There are lots of luxury cars and lots of Transits," he says. "We think of Silicon Valley as the place where the established car business is in collision with new mobility. But I'd say it was happening right here."

We've been talking for an hour but it feels like 10 minutes. A particular pleasure in talking to Farley is that he is a unique mixture of loyal Ford man

("Even in my Lexus days, I drove old Fords") and a big company car guy confident enough to credit opposition achievements. "Our competitors here are really good," he says, "in ways I didn't appreciate before. And you don't necessarily find this excellence in predictable places. It's not all about luxury brands. I find it humbling to see how well our competition has weathered the recent crisis. I mean, decisions to make the products we're seeing now were taken during the toughest days. It takes guts."

Farley insists there can be no thought of kyboshing or watering down One Ford, despite my own theory that Ford's range is being pressured by premium makers above and budget makers below.

"We must build our cars on a competitive cost base," says Farley, "while making them refreshing and relevant. That's called being a Ford. Ditching One Ford would make no sense at all; it has given us so much."

Meanwhile, Ford's battle with the premium marques will continue, he predicts, but he believes the way to win is to find ways to imbue his new cars with an emotional appeal that even their pricier rivals can't match. Ford achieved that in the 1960s, when the first Capri and Escort were in their pomp. "I want to get people to be so emotionally engaged with our cars that premium rivals will seem a bit dull," he says, undaunted that this means out-BMWing BMW.

"We have so many resources and so many smart people. If we can unleash their creativity, and do it in the name of the customer, I believe just a few years in the future you'll be sitting here asking me how we did it." ■

THE MODERN FAMILY WORKHORSE

THE NEW MITSUBISHI L200 SERIES 5 BUILDS ON FOUR DECADES OF RELIABILITY, DURABILITY AND MANOEUVRABILITY. SAY HELLO TO THE NEW KING OF PICKUPS

Mitsubishi's L200 has been showing the world how to do the business since 1978. So when a new L200 comes along, it's only natural to doff one's cap to its enduring brilliance. The L200 Series 5 takes the best bits from the Series 4, adds lessons learned over four decades, and packs in a stack of important new elements – not least even load-carrying ability.

The retained features are Mitsubishi's Super Select 4WD system, as well as all the ruggedness, manoeuvrability and reliability of previous models. The list of new firsts is quite a bit longer.

TORQUE SHOW

Let's start with driveability. New, low-friction lightweight diesel engines have ramped the power to 151bhp on the 4Life model and to 178bhp on the others. Torque is up too, to 380Nm and 430Nm. That Super Select 4WD system (on all L200s bar the 4Life) lets the driver switch between 2WD and 4WD, and also to drive on dry tarmac in 4WD – unique in the pickup market. Its tighter turning radius of 5.9 metres is 0.2m less than that of the next nearest rival. And then there's the all-new short-shift six-speed manual gearbox, or a new five-speed auto with steering wheel paddle-change option on Warrior and Barbarian.

What does it all add up to? Brilliant driving dynamics. Long-time L200 owners who have come

to expect high standards will be surprised by the new levels of refinement, the stability and comfort of the handling and the car-like civility. Drivers of other pickups will be downright amazed.

Extra power lets you carry extra loads. The new L200's Total Load Capacity is now 4090kg, the best in its segment. Its towing capacity is 3100kg.

Inside, there's a longer cabin to boost passenger space. Air-con, cruise control, USB and Bluetooth connectivity are standard across the range, as are Mitsubishi Active Stability & Traction Control, hill-start assist and trailer stability assist.

Titan models benefit from Super Select 4WD, lane departure warning, DAB radio, 17in alloy wheels and keyless operation with push-button start. Warrior L200s also get Bi-Xenon headlamps, plush leather upholstery and the Mitsubishi Multimedia Communications System with sat-nav and reversing camera. The range-topping Barbarian provides even better leather plus a sports grille, extra chrome and LED interior lights.

ECONOMY DRIVE

Thanks to new engines, it all comes with superb fuel economy. The L200's combined figure of 42mpg is between 11 per cent and 47 per cent better than any equivalent pickup. Throw in the fact that L200 Series 5 CV list prices start at just £19,749, and that should be a load off your mind.

THE MITSUBISHI L200 LEGACY

In its home market of Japan, the first L200 Series 1 of 1978 went by the name of Forte. 'Strong' was an accurate word to describe a cleanly styled and highly effective truck that could carry more than a tonne. By 1982, the first L200 was available in the UK. The Series 2 of 1987 broadened the L200's flexibility and Series 3 was the first 'cool' pickup. The redesigned L200 Series 4 has been successfully fending off growing competition since 2006, finding more than 60,000 owners. Now, 37 years on, the L200 evolution has reached a new high in the Series 5.



Pop in and see your local dealer for more information or visit www.mitsubishi-cars.co.uk



Honda HR-V

Former pioneer makes comeback bid. Is success within its grasp?

MODEL TESTED 1.6 i-DTEC SE Navi

● Price £22,105 ● Power 118bhp ● Torque 221lb ft ● 0-60mph 10.5sec ● 30-70mph in fourth 13.4sec
● Fuel economy 55.7mpg ● CO₂ emissions 108g/km ● 70-0mph 52.7m

Given the history of the HR-V nameplate, it's a wonder that Honda hasn't fashioned a bigger presence for itself in the lucrative compact crossover market.

The original HR-V, based on the platform of the Honda Logo supermini, was launched in 1999 – well before European manufacturers cottoned on to the idea – and was immediately marketed as a 'Joy Machine' for a young, activity-minded demographic, even if those people weren't, ultimately, its core buyers. It sat below the larger, Civic-based CR-V, came with a downsized engine, could seat four, was available

WE LIKE Willing performance ■ Decent handling ■ Impressive practicality



● The range kicks off with 16in wheels on S trim, but 17in versions are part of one-rung-higher SE spec, so don't expect to see many HR-Vs on the smaller rims.



● Like the Civic, the HR-V has rear door handles concealed in the C-pillars. For Honda, it's evidence of the model's coupé-like body shape.



● Deeply sculpted panels are intended to give the HR-V some of the solidity expected of an SUV.



● Not unusually in a crossover, the foglights help to tie together the HR-V's purposeful stance. Another reason to choose the SE, then, because the cheaper S misses out.

with two-wheel drive or with four driven wheels and had the high-riding style of an SUV.

All the makings of a hit, you might think, given the march it stole on the rest of the market. Instead, the HR-V proved to be a side note – marginally ahead of its time, yes, but also cramped in the back, hindered by the absence of a diesel engine and ultimately canned without follow-up.

In Japan, Honda nominally replaced it with the Crossroad, a three-row, seven-seat oddity it wisely decided to keep to the domestic market. Only now, almost 10 years later, has the manufacturer opted to



Original HR-V helped to invent this niche

return the HR-V badge to the UK.

Unsurprisingly, the intervening decade makes it look late to the party, and the compact crossover has since become more popular with European small families than a loaf of stone-

baked organic bread. The car itself prudently sticks to the now well-established formula that its forebear pre-empted, being based on the Jazz supermini, powered by small engines (a diesel, too) and remaining strictly front-wheel drive no matter which one of the four trim levels you opt for.

Now that there is a discernible message, the new HR-V appears to be on it – which is useful, because Honda could use the line-up heft of having a sales volume-generating crossover in the range, given that it now only sells the Jazz, Civic and CR-V in the UK. We tried the 1.6 i-DTEC diesel in SE Navi trim.

DESIGN AND ENGINEERING



Predictably, the new HR-V has far more in common with the current Honda line-up than with its now-distant predecessor. That model was an unapologetic matchbox of right angles. The latest version, in keeping with the segment's soft-edge vogue, doesn't try too hard to be noticed. Its styling influences aren't hard to pick out. From the regrettably labelled 'solid wing face' front end (actually an apt description) to the →

WE DON'T LIKE Dull interior ■ Anonymous styling ■ Rivals offer more character for less



● Whereas the Jazz keeps its exhaust coyly hidden, the HR-V's higher rear bumper exposes it for all to see. The final air-smoothing underbody panel is also visible.



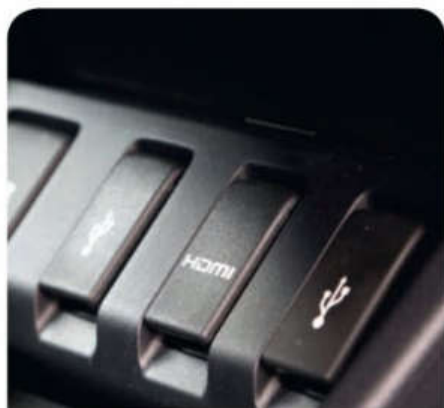
● Front and rear parking sensors are standard on all but entry-level S trim level. A rear-view camera is exclusive to the range-topping EX.



● The horizontal swoop between the tail-lights is intended to make the HR-V appear wider, conveying surefootedness. The Jazz sports a similar – if far more subtle – variation on the theme.



● The HR-V's roofline may seem aggressively tapered, but the depth of the interior packaging – courtesy of that relocated fuel tank – helps to ensure that rear head room is very respectable.



● Tucking its many hardwire sockets out of the way makes some sense, but who likes to plug in a device where they can't see it?



● The climate controls are part of what Honda calls a Smart Touch Interior. Unfortunately, the panel has too little of one and requires too much of the other.



● Honda's provision of a manual release for the fuel filler cap continues. Why it can't be linked to the central locking is beyond us.



MULTIMEDIA SYSTEM

Honda's latest Connect infotainment system is pretty simple to get to grips with and, for the most part, is laid out logically.

There are few physical buttons, so interacting with it requires constant stabbing at and swiping of the 7.0in touchscreen. Its responsiveness is so-so, although the infuriating need for two or three stabs is usually kept to a minimum.

There is a world of Android-based apps to get

to grips with if you feel the need to explore beyond the DAB tuner and a multitude of media connections (which we didn't). The Garmin sat-nav that gives the test car's trim level its name is a functional software package. It's well behind better manufacturer systems in its appearance and intuitiveness but is easily dependable enough to get you where you're going without much fuss. The six-speaker, 180-watt audio system is similarly serviceable.

◀ C-pillar-assigned door handles, the HR-V is unmistakably Honda: neat, subdued, compact in appearance and unassuming to a fault.

Possibly that contributes to its aerodynamic performance, which Honda claims is class-leading (while declining to quantify it), thanks to panels fitted under the floor to optimise the airflow. The floor itself is clearly raised in comparison with the Jazz's (the driver's eye line is higher by about 100mm), although the modifications don't drastically alter the car's architecture.

The front MacPherson struts and rear torsion beam remain, as does the unconventional positioning of the fuel tank under the front seats, enabling the HR-V, like the Jazz, to benefit from Honda's popular Magic Seat system, a feature we'll come to in a moment.

Engine choice could hardly be simpler. There's a 128bhp 1.5-litre i-VTEC petrol unit and the 118bhp 1.6-litre i-DTEC diesel driven here. Both are four-cylinder units and form part of Honda's Earth Dreams series – an umbrella term for the manufacturer's continuing efforts to wring more efficiency from its established VTEC technology.

The petrol motor represents a

power upgrade from the maximum output of smaller derivatives currently used in the Jazz, although its modest 114lb ft of torque – delivered at 4600rpm – remains behind the equivalent turbocharged engines found in many of its rivals. Nevertheless, only the petrol HR-V can be had with a continuously variable transmission, and it's a measure of the CVT's popularity among Honda's European buyers that the firm has invested in a rewrite of the control software to replace the bandy, single-ratio monotony with seven simulated gears.

The diesel makes do with the six-speed manual gearbox, although this has also been improved, the engineers claiming a smoother shift motion as a result of optimising the layout and shaft. The 1.6-litre engine is another European exclusive, albeit one familiar from elsewhere in the range. Its common-rail injection, compact turbocharger, all-aluminium block and lightweight crankshaft have proved efficient in other applications – although the HR-V's kerb weight of 1404kg (measured with a full tank of fuel) does make it somewhat heavy when measured against rivals such as the Mazda CX-3 and Renault Captur. →



● Neat front cabin presents high-mounted gearlever, which resigns auxiliary power sockets to a half-hidden cubby. Plug in your devices before you set off.

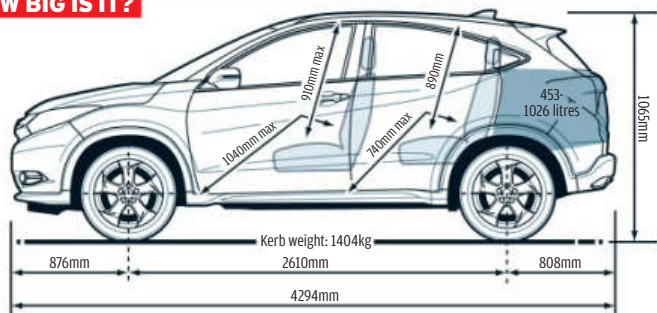


● Rear seats are almost as accommodating as those of larger-class cars, while the folding seat base gives a uniquely practical edge.



● Rear seats fold almost flat to provide a distinctly practical load bay. With the rear seatbacks in place, the boot remains commendably spacious.

HOW BIG IS IT?



VISIBILITY

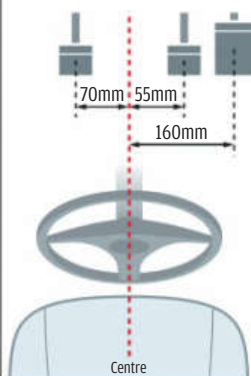
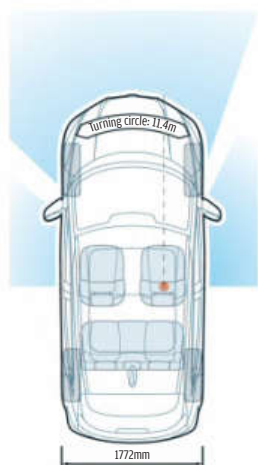
Very good, at least to the front, with well-proportioned mirrors and small A-pillars. Over-the-shoulder visibility could be better, though.

HEADLIGHTS

Fine. High-beam support is very effective. LED headlights are the preserve of the pricier EX trim.

WHEEL AND PEDAL ALIGNMENT

Configured quite tightly, but there's no offset to worry about. Spacing is even.



INTERIOR



As it does with the Jazz, Honda seeks to avoid pigeonholing the HR-V (or subjecting it to disagreeable comparisons) by suggesting that it occupies a slightly unorthodox market position. Consequently, although it is heavier than some rivals and notably more expensive than others, the manufacturer would prefer to draw your attention inside, where, much like the Jazz, it claims to have brought MPV-style spaciousness to the crossover segment.

This is true partly by virtue of the fact that the HR-V is a little bigger than many of the other supermini-based cars, such as the CX-3, Captur and Peugeot 2008. In fact, it's only slightly smaller than a Nissan Qashqai and nearly as roomy inside. Rear leg and head room are generous, and thanks to

the aforementioned Magic Seat system, the car offers a variety of internal configurations. Having the option to fold away the front passenger seatback to accommodate items of almost 2.5 metres in length or lock the rear seat base vertically to stow anything up to 1.2m tall is just the kind of practicality that small crossovers usually intimate – and then fail to deliver. On its own, the boot is capacious, at 453 litres (although not exemplary in its dimensions), and offers a pleasingly flat total load space of 1026 litres.

Elsewhere, it's sturdily Honda. Which is to say conservative, carefully assembled, legible and largely forgettable. Hard plastics aren't unusual in the class, but the HR-V still has too many of them, and kooky details like embossing one join with fake stitching do it no favours. The needlessly big passenger-facing air vents appear to have time-warped in from 20 years ago. The counterbalance comes in the shape

of a touch-sensitive climate control panel, which looks at odds with its surroundings and isn't particularly satisfying to use.

As promised, you sit high – possibly higher than you might in other cars that share a supermini's platform, making you feel more perched than elevated. The sense of spaciousness up front isn't quite as pronounced as it is behind, but it feels no more or less airy than a Qashqai would. Which is probably the kind of comparison Honda can live with.

PERFORMANCE



By most measures, the 1.6 i-DTEC is a fine small diesel engine. Honda prides itself on such things, and it shows. Responsiveness is never less than good and there's no low-rev idleness or ugly intrusion from the turbocharger. The four-cylinder unit revs if not quickly

then certainly cleanly and labours understandably only when getting close to its 5000rpm limit.

Its output is laudable, too. Its 118bhp and 221lb ft of torque are superior to the numbers produced by the 1.5-litre diesel engine found aboard the CX-3 we tested recently. Nevertheless, the acceleration figures we recorded are almost identical; the HR-V posted 10.5sec to 60mph versus the CX-3's 10.3sec, with only 0.1sec separating them from 30-70mph. The reason, predictably, is the larger Honda's disadvantage on the scales, weighing a good 100kg more than its rival.

In spite of that, the DTEC motor rarely seems overawed by the task. It's a voluble companion, contributing to a level of noise well beyond the amount we measured in the Qashqai last year, but it was more than a second to the good when comparing each model's 30-70mph times in fourth gear. Despite the chatter, the HR-V settles contentedly

TRACK NOTES

Beyond-limit driving could hardly have been at the forefront of Honda's thinking with this car but, as a testament to the engineers' thoroughness, the HR-V is largely untroubled outside its comfort zone.

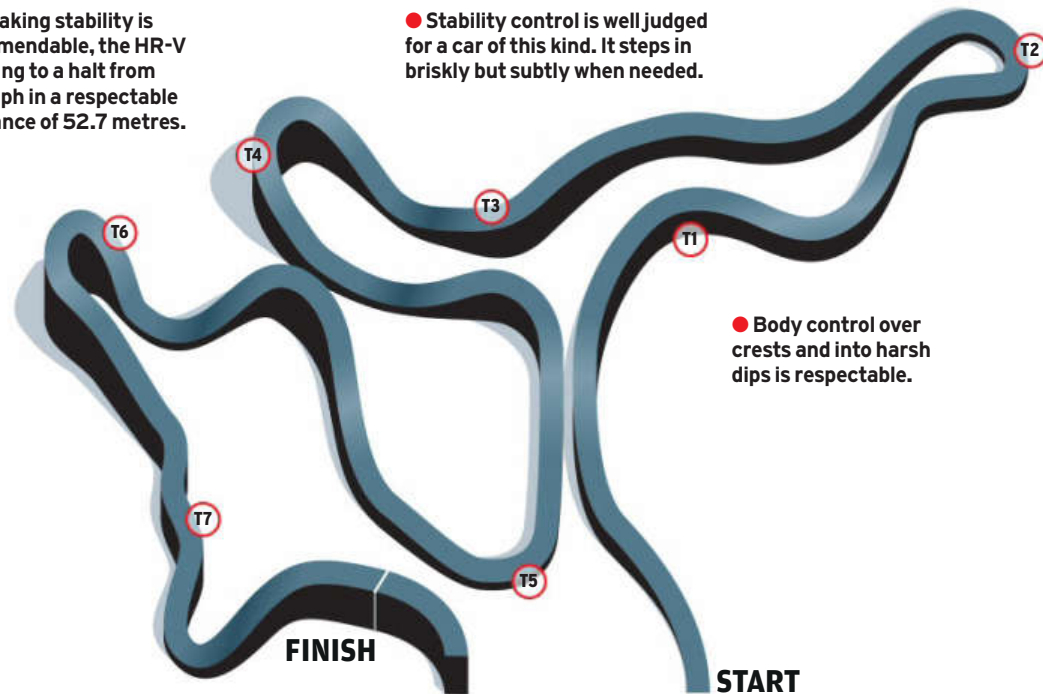
The engine is perched on the front axle and there's plenty of suspension travel to get through, so understeer is inevitably the default response to a loss of traction. However, the chassis possesses the same balance that was plumbed deep into the Jazz's staid handling.

Thus, with the right frame of mind and a big lift, the HR-V will turn lateral momentum into a gentle tightening of its line. Alternatively, leave your foot in and it turns in keenly enough, the lean easily felt but not to the point where it adversely affects transit around the apex. Indeed, the grip levels are determined enough for the car to lean onto its front wheels and lever the outside rear tyre from the ground. If only the steering were as keen.

● Braking stability is commendable, the HR-V coming to a halt from 70mph in a respectable distance of 52.7 metres.

● Stability control is well judged for a car of this kind. It steps in briskly but subtly when needed.

● Body control over crests and into harsh dips is respectable.



ACCELERATION 18deg C, dry

Honda HR-V 1.6 i-DTEC

Standing quarter mile 17.9sec at 78.1mph, standing km 32.7sec at 95.1mph, 30-70mph 10.4sec, 30-70mph in fourth 13.4sec



Mazda CX-3 1.5 Skyactiv-D (2015)

Standing quarter mile 17.7sec at 78.9mph, standing km 32.6sec at 98.3mph, 30-70mph 10.3sec, 30-70mph in fourth 11.8sec



BRAKING 60-0mph: na



Ride is on the firm side, but the HR-V handles capably



The robust aptitude common to both the Jazz and CR-V is underwritten here by a dollop of sprightliness

enough on motorways and is flexible enough in its top gear not to require wearisome gearchanges.

Shifting, it must be said, is a divisive affair. Some testers considered the HR-V's stubby lever and notchy selection to be at odds with the car's even-tempered character. Others found the short throw and mechanical feel an endearing inclusion. Either way, Honda's efforts to refine the gearchanges have yielded a slightly smoother unit, especially when it comes to engaging a previously grumbly reverse. There's currently no option to have the CVT with the DTEC engine, and even among testers not overly enamoured with the manual, none confessed to preferring the idea. In the diesel engine's favour, no one pined for the petrol engine, either.

RIDE AND HANDLING

★★★★☆

Frankly, neither the bar nor expectation is set particularly high here. The platform-donating Jazz is a respectable supermini, but

no one could accuse it of being compelling to drive – a sentiment that could be just as easily levelled at the entire small crossover segment, given its failure to produce a stand-out driver's car. The HR-V, sadly, doesn't alter that deficiency but, from an admittedly low standpoint, performs rather well. Ease of use is understandably Honda's primary concern and, backed by the willing diesel motor, the car is not difficult to rub along with.

The steering is reasonably light and amenable but comes with quite a slow rack, similar to that of the Jazz. Manoeuvrability is fine, though, as is forward visibility. There's a hint of underlying firmness to the ride and a fair bit of suspension noise, but you won't be paying the road surface undue attention unless you hit a pothole or similar intrusion.

Certainly, the HR-V feels lighter and easier to manage than its bigger sibling, the CR-V, yet there is something quintessentially Honda about the experience, too – a rugged roundedness that wells up from the build quality and arguably makes its supermini underpinnings easier to forget than they are in, say, a 2008.

Still, there's agility enough if you go looking for it. Despite having to sometimes labour at the wheel and its lacklustre rate of response, the HR-V offers plenty of grip and isn't adverse to pressing on. This distinguishes it from the Jazz, a supermini famously indignant at being asked to challenge the national limit. The body control, while naturally inclined to permit some lean, is well managed and the chassis is keen enough to cock an unlikely rear wheel during spirited cornering. To describe it as fun would be a little generous but, nevertheless, it's quietly satisfying to know that the well-built, robust aptitude common to both the Jazz and CR-V is underwritten here by at least a small dollop of sprightliness.

BUYING AND OWNING

★★★★☆

As the crossover segment becomes increasingly crowded, there's less and less elbow room to distinguish yourself on the value front. Clearly, Honda would like the HR-V's spacious interior to be taken into account when buyers are doing the

maths, because the four-trim line-up starts at a significantly higher price than some of the alternatives we've summed up as smaller – the 2008, Captur and so on. The CX-3 and Skoda Yeti are closer to the £18k you'd pay for an HR-V in S trim and the Qashqai is just beyond it. The £22k needed for our SE Navi test car, which adds Garmin sat-nav to the SE's decent kit list – dual-zone climate, 17in wheels, parking sensors, 7.0in touchscreen, auto lights and wipers, Bluetooth, DAB and so on – will not buy you quite as much Nissan.

There is similarly little daylight in running costs, too. True MPG testing suggests that the 68.9mpg official claim is optimistic, but shortening it to a real-world 55.7mpg puts the HR-V in a very similar place to the equivalent CX-3 and Qashqai we've tested. You can have the Nissan in sub-100g/km CO₂ format, although we wouldn't recommend it for the performance shortfall. For its 108g/km, the Honda is a lot worthier. As, for the moment, are the early residuals, which suggest the HR-V is likely to retain close to half its value three years out, giving it a healthy advantage over the Qashqai. →

HONDA HR-V 1.6 i-DTEC SE NAVI

On-the-road price	£22,105
Price as tested	£22,630
Value after 3yrs/36k miles	£11,052
Contract hire pcm	na
Cost per mile	na
Insurance/typical quote	20E/£595

EQUIPMENT CHECKLIST

17in alloy wheels	■
Dual-zone climate control	■
Front and rear parking sensors	■
Rain-sensing wipers	■
Front foglights	■
Cruise control	■
Automatic headlights	■
Leather steering wheel and gearknob	■
Bluetooth connectivity	■
Garmin navigation	■
DAB tuner	■
7.0in infotainment touchscreen	■
Metallic paint	£525

Options in **bold** fitted to test car

■ = Standard na = not available

RANGE AT A GLANCE

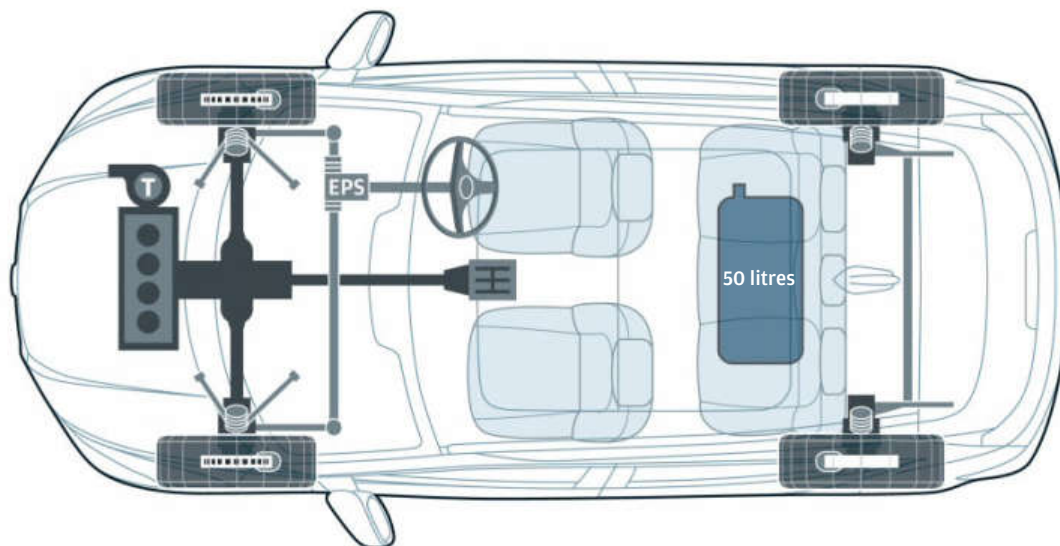
ENGINES	POWER	FROM
1.5 i-VTEC	128bhp	£17,995
1.6 i-DTEC	118bhp	£19,745

TRANSMISSIONS

6-spd manual	■
CVT	£1100

TECHNICAL LAYOUT

The HR-V layout doesn't significantly alter the platform used by the Honda Jazz. The unitary architecture is 27 per cent high-strength steel and the suspension is made up of front MacPherson struts and a rear twist beam. Both engine options are mounted transversely and drive the front wheels via a six-speed manual gearbox as standard.



ENGINE

Installation	Front, transverse, front-wheel drive
Type	4 cyls in line, 1597cc, diesel
Made of	Aluminium head and block
Bore/stroke	76.0mm/88.0mm
Compression ratio	16.0:1
Valve gear	4 per cyl
Power	118bhp at 4000rpm
Torque	221lb ft at 2000rpm
Redline	4500rpm
Power to weight	84bhp per tonne
Torque to weight	157lb ft per tonne
Specific output	74bhp per litre



CHASSIS & BODY

Construction	Steel unitary
Weight as tested	1404kg
Drag coefficient	na
Wheels	9.5Jx21in
Tyres	215/55 R17, Michelin Primacy 3
Spare	Repair kit

TRANSMISSION

Type	6-spd manual
Ratios/mph per 1000rpm	1st 3.64/5.6 2nd 1.88/10.8 3rd 1.17/17.4 4th 0.86/23.6 5th 0.70/29.0 6th 0.59/34.4
Final drive ratio	3.85

ECONOMY

TEST (TRUE MPG)	Urban	54.9mpg
	Extra-urban	56.6mpg
	Average	55.7mpg
	Urban	64.2mpg
	Extra-urban	72.4mpg
CLAIMED	Combined	68.9mpg
	Tank size	50 litres
	Test range	612 miles

SUSPENSION

Front	MacPherson struts, coil springs, anti-roll bar
Rear	Torsion bar, coil springs, anti-roll bar

STEERING

Type	Electrically assisted rack and double pinion
Turns lock to lock	2.7
Turning circle	11.4m

BRAKES

Front	293mm ventilated discs
Rear	282mm solid discs
Anti-lock	Standard with EBD and brake assist

CABIN NOISE

Idle	49dB
Max revs in third gear	75dB
30mph	67dB
50mph	72dB
70mph	73dB

SAFETY

ABS, EBD, ESC	
Euro NCAP crash rating	Not tested

EMISSIONS & TAX

CO ₂ emissions	108g/km
Tax at 20/40% pcm	£70/£140

ACCELERATION

MPH	TIME (sec)
0-30	3.6
0-40	5.2
0-50	7.8
0-60	10.5
0-70	14.0
0-80	18.9
0-90	24.8
0-100	34.9
0-110	-
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

ACCELERATION IN GEAR

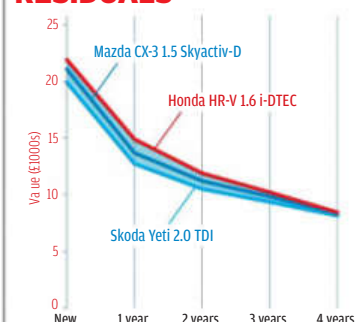
MPH	2nd	3rd	4th	5th	6th
20-40	3.1	4.9	9.5	-	-
30-50	4.2	4.4	6.3	10.5	16.7
40-60	-	5.0	6.4	8.1	12.2
50-70	-	6.4	7.1	8.5	11.2
60-80	-	9.7	8.2	9.6	12.0
70-90	-	-	10.4	11.6	14.0
80-100	-	-	16.4	15.6	17.8
90-110	-	-	-	-	-
100-120	-	-	-	-	-
110-130	-	-	-	-	-
120-140	-	-	-	-	-
130-150	-	-	-	-	-

MAX SPEEDS IN GEAR

28mph 5000rpm	87mph 5000rpm	119mph 4098rpm
1	3	5
2	4	6
54mph 5000rpm	118mph 5000rpm	119mph* 3454rpm
		*claimed

RPM in 6th @ 70/80mph = 2035/2326

RESIDUALS



● Expected to hold up well against major rivals, retaining 46% of its original value three years out.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the HR-V, contact Honda (UK), Cain Road, Bracknell, Berkshire, RG12 1HL (0845 200 8000, honda.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST
Read all of our road tests autocar.co.uk

Honda HR-V

AUTOCAR VERDICT ★★★★★

Competent all-rounder with a strong sense of integrity, but too forgettable



It has been easy, from an enthusiast's point of view, to look down on the Jazz and its stuffy, sensible-shoes idea of a supermini, but Honda has been merrily selling them to right-minded, mature folk for ages. Transferring that car's salient features to a crossover makes sense, and it isn't hard to imagine dealers making the transition between the two seamless on the showroom floor.

Does that make the HR-V a compelling purchase? No, not really. As well as invoking the Jazz's better features, it also contracts the bad, most notably a remarkable capacity for disappearing from the memory almost immediately upon exiting it. Practical, spacious and well engineered the HR-V may be, but too little work has been done to make this part of a wider, imaginative and appealing product. For the Jazz – almost an anti-statement car – this hardly mattered. In the world of Joy Machines, though, Honda might just be reminded again that it does.

TESTERS' NOTES



NIC CACKETT
Electric handbrakes are tedious

things at the best of times. The HR-V makes it worse by requiring a stamp on the brake pedal rather than the customary jab.



MATT PRIOR
The HR-V comes equipped with Honda's

Eco Assist button to reward you with a green backlight in the instrument cluster during economical driving. Dispensing crisps and chocolate would be more effective.

SPEC ADVICE

Entry-level S comes as standard with almost everything you need but banishes the 7.0in touchscreen to the option list. SE returns it but has no sat-nav. SE Navi is, then.

JOBS FOR THE FACELIFT

- Work on the refinement. The claim of 65dB at a cruise was well short of our real-world measurement.
- Quicken the steering a bit. Sharp bends need too much hand adjustment.
- Overhaul that cabin. Forgettable may be good enough for the Jazz, but here it looks miserly.

AUTOCAR ROAD TEST TOP5

MAKE	1st	2nd	3rd	4th	5th
Model	SKODA Yeti 2.0 TDI 110 SE	RENAULT Captur dCi 110 Dyn'que S Nav	HONDA HR-V 1.6 i-DTEC SE Navi	SUZUKI Vitara 1.6 DDiS SZ-T	DACIA Duster dCi 110 Laureate Prime
Price	£19,850	£19,195	£22,105	£16,999	£13,995
Power	108bhp at 4000rpm	108bhp at 4000rpm	118bhp at 4000rpm	118bhp at 3750rpm	108bhp at 4000rpm
Torque	184lb ft at 1500-3000rpm	192lb ft at 1750rpm	221lb ft at 2000rpm	236lb ft at 1750rpm	177lb ft at 1750rpm
0-60mph	11.7sec (claimed, to 62mph)	11.0sec (claimed, to 62mph)	10.5sec	11.5sec (claimed, to 62mph)	11.8sec (claimed, to 62mph)
Top speed (claimed)	112mph	109mph	119mph	112mph	106mph
Fuel economy (combined)	62.8mpg	76.3mpg	68.9mpg	70.6mpg	56.5mpg
Kerb weight (claimed)	1452kg	1190kg	1324kg	1230kg	1205kg
CO₂/tax band	118g/km, 21%	98g/km, 17%	108g/km, 19%	106g/km, 19%	130g/km, 24%

Long-serving class champ is spacious, rugged, characterful and nice to drive. Complete.
★★★★★

Cleverly packages style, value, good handling and low running costs.
★★★★★

Competent achiever that will find buyers despite its dull, forgettable character.
★★★★★

Plenty of bang for your buck here. Usable, frugal, decent looking and very well priced.
★★★★★

The value champ. Fully loaded, it costs 33% less than a Mazda CX-3. Rough and ready, mind.
★★★★★

Verdicts on every new car, p76

LETTER OF THE WEEK

There's only one Z

Nissan should quit all this Z crossover talk and build a proper 390Z instead (News, 26 August).

A 375bhp twin-turbocharged 3.0-litre V6 sports car with a manual gearbox option for sub-£40k money will always sell well and speak volumes about the firm's brand values.

The allure of Porsche 911 performance for Boxster money is timeless; Nissan should know that better than anyone.

Share the engine/platform development costs with Infiniti and/or the next-generation GT-R and it might even turn a profit, too. Stranger things have happened.

Mike Spencer
via email



WIN

Letter of the week wins a ValetPRO exterior protection and maintenance kit worth £58.95

Valet PRO
PROFESSIONAL VALETING SUPPLIES

CAMERA NEVER LIES

Here in sunny North Yorkshire, we are often faced with the roadside police van with the rearward-facing camera.

The other day I was following a driver maintaining a steady 55mph on a single carriageway. After a few miles and with a clear, straight road, I decided to pass, taking the decision to pass quickly. In my Caterham, that's no problem at all.

Needless to say, I was recorded at 71mph for that very temporary period prior to pulling in and resuming my 60mph cruise. I was obviously speeding for that manoeuvre, but how does one pass a 55mph fellow motorist without?

Phill Greetham
via email

TRACTION DISTRACTION

Much has been made of the ability of Mazda to 'add lightness' to the latest incarnation of its popular MX-5 roadster.

The consensus is that lower weight results in a win-win situation, with no downside. However, my evidence of ownership proves this not to be so.

During my ownership of an MX-5 a few years ago, I found a worrying loss of traction from the driven wheels whenever the conditions got slippery, due to the lack of weight over the rear.

On one occasion, following a sudden fall of snow in the Forest of Dean, this resulted in the car making no progress at all and my sliding into the kerb, with the back wheels and their nearly new rubber unable to get any grip whatsoever.

While I sat there working out my next move, lines of mundane family hatchbacks passed me by with ease.

Light weight in a car is to be admired for a variety of reasons, but we should not forget that there is a downside.

Stuart Crewe
Alveston, Bristol



Some debate over Clubman's van doors

REASONS TO BE CHEERFUL

I drive a Land Rover Defender because (1) at 20 years old it runs as well as ever, (2) there's no electronic anything to interfere or distract you, (3) the pick-up is perfect for the tip, builders' yard and garden centre, (4) it's the safest thing for teaching youngsters to drive, (5) it's easy to find in Tesco's car park, (6) I never need to wash it, (7) hairy dogs don't affect the interior, (8) I'm unlikely to break the speed limit and (9) its

suspension makes my wife's nasty little BMW 1 Series feel almost comfortable.

Land Rover should value the Defender because it is the company's halo car. Its abusability and toughness provide the DNA that lifts its other models above the mere school gate/golf club SUVs.

Roderick W Ramage
Copenhagen, Staffordshire

BMW VS JAGUAR REVISITED

I feel compelled to respond to the accusations levied at those who do not view the Jaguar XE as the best in class.

I currently own a BMW 330d (F30) which, when purchased a couple of years ago, offered a very rounded car, and still does. The space is class average, the engine has few rivals and it is fun to drive.

I see nothing in the Jaguar to tempt me. The engine range is limited and, having now experienced it, the rear accommodation is appalling, as was

AUTOCAR

What you're saying on autocar.co.uk

Renault Alaskan pick-up concept

A decent effort. It would be nice if we could have a smaller version, though.

Will86

One seriously doubts anyone at Renault has a clue about what they're up to or where the brand is supposed to be heading.

Bullfinch

This could be the start of something big. The next SUV for when an SUV is no longer



different enough.

Adrian987

Hasn't this 'double-cab pick-up as family/leisure transport' been done before? I had a double-cab

Ford Ranger in the noughties.

Daniel Joseph

This has the whiff of a resurgence about it. It's bold and confident.

japes



NEXT WEEK

Inside the magazine – on sale 23 September

FIRST DRIVE



Vauxhall Astra First verdict on the cheaper, smaller, better-equipped British-built hatch



FEATURE DRIVE

Living with a Lambo
We find out if an Aventador SV makes a practical daily driver



INSIGHT

From Essex to East Africa
Why – and how – stolen UK cars are ending up on Ugandan roads

SPECIAL REPORT



Frankfurt motor show All the car reveals, news and gossip from the German show

Manufacturers' own pool cars make for low-mileage bargains



suggested by another letter writer.

If I wanted a car with a cramped interior and small boot, I would buy a coupé. And if I wanted a car with less powerful and less efficient engines, I would buy a five-year-old model.

Jaguar needs to build something to compete on more metrics. It's like the X-Type all over again. I'd hoped for more.

Kristian Toogood

via email

ANGLE OF ATTACK

Does anyone share my frustration with car park design? Why are parking slots at right angles to the line of travel? This usually requires two manoeuvres to get in and to get out. If the angle was more open, this could be avoided. Architects designing multi-storey car parks should make these places more car-friendly.

Tom Karen

Cambridge

Roderick reckons the Defender is Land Rover's halo model



DOORS OF PERCEPTION

Why does Mini persist in using van doors on the rear of the Clubman? Central split doors impair rear vision. Is it because of price or is it space-consuming?

I have seen BMW estates with electric rear windows that disappear into the tailgate and the tailgate then folds down. So the company has the technology.

It would look as sexy as hell at the supermarket, loading shopping through the rear window. Also, a folding tailgate allows bigger loads to be transported. They could even have a numberplate on a pivot that swings down when the tailgate is open, just like the original Mini. Sir Alec Issigonis would be pleased.

Robert Hamilton

via email

BARGAIN HUNT

There are some superb used bargains to be had by buying car makers' one-year-old staff pool cars which are being moved on from central stock.

I've just bought a pristine 64-plate BMW 5 Series Touring with two years' warranty remaining and fewer than 4k miles from a main dealer for 64% of its list price 10 months ago. Go take a look.

Anthony Snook

via email

SAFETY IS KEY

Why was keyless start accepted by law makers and legislators? Loads of problems can arise from this stupidity.

Steve Cropley leaving his wife stranded (A Week in Cars, 5 August) is the least of anyone's problems.

Wait until a child starts a car and drives off as the owner stands close by.

I thought the law was to not leave a car running and to be responsible for its ignition – something keyless start negates.

Daniel Atlas

via email

CONTENTS SUBJECT TO CHANGE

OUR CARS

A week in the life of Autocar's fleet

AUDI TT	BMW ACTIVE TOURER	BMW M4	CITROEN C4 CACTUS	FIAT 500X	FORD FOCUS	FORD MONDEO	HYUNDAI i20	KIA SOUL EV
								
Stan Papior	John Bradshaw	Dan Trent	Lewis Kingston	Michele Hall	Tim Dickson	Luc Lacey	Aaron Smith	Hilton Holloway



Mazda 2

FINAL REPORT We've spent the past six months getting to know Mazda's new supermini. Has it been able to distinguish itself in a class full of high performers?

It's a hard life, being a supermini these days. There's so much quality available for £15k and under that it's difficult to stand out at all, let alone set a new class benchmark in any key area. And all the while, there are more and more baby crossovers itching to recruit the new buyers looking for something a bit more trendy (although not necessarily any more practical) than a conventional small hatchback.

The Mazda 2 illustrates this point well. We've run our example for only

six months, but that's been enough to deduce that this rival for the Ford Fiesta, Volkswagen Polo and Skoda Fabia doesn't really do much wrong. Question is, does it do enough right?

It's fair to say that the 2 made a decent impression when it first turned up in our car park in the spring. There's no doubt that Mazda is on a roll styling-wise, and the 2 manages to look rakish and chunky at the same time; to my eyes it's definitely one of the better-looking small cars, and it certainly has

more visual appeal than the crisp-edged but still slightly staid Fabia.

You can pick up a 2 from just under £12,000, but while the spec doesn't look bad on the SE trim that comes at that price, the 74bhp version of the 1.5-litre petrol engine is a compromise too far for us. So we settled on a 90PS (89bhp) 1.5 and stepped up to Sport Nav trim, which adds luxury kit such as climate control, a 7.0in touchscreen display and DAB radio, plus more basic fare like electric rear windows and a 60/40 split

rear seat. It also takes the price a little over £15,000 – and our smart Dynamic Blue Mica paint job easily nudged it nearer to £16,000.

Six months is a short stint on the long-term fleet, and we didn't get a chance to put the 2 anywhere near a dealer. However, we did learn that Mazda's reputation for mechanical sweetness is as deserved as ever. Its Skyactiv technologies focus on non-turbocharged petrol engines (the 1.5 has an unusually high compression

LOVE IT



GEARBOX

Is there a better manual gearbox in a supermini? The 2's has a lovely short throw.



LOOKS

Subjective, but Mazda's Kodo design has rarely looked better.



INFOTAINMENT

Best in class. Big screen houses a system that's quick and easy to use.

LOATHE IT



DULL CABIN

Fascia is well finished but short on flair. A bit of colour wouldn't go amiss.



ROAD NOISE

Sport Nav spec brings rear parking sensors, but its 16in wheels are noisy.

LAND ROVER
DEFENDER

LEXUS
NX300H

MAZDA
2

MAZDA
CX-3

MAZDA
MX-5

MERCEDES-BENZ
E-CLASS ESTATE

PORSCHE
PANAMERA

RANGE ROVER
SPORT

RENAULT
MEGANE
TROPHY

RENAULT
TWINGO

SEAT
LEON
X-PERIENCE

SKODA
FABIA

SKODA
OCTAVIA

SUZUKI
CELERIO

VOLKSWAGEN
GOLF R


Matt Prior



Mark Pearson



John McIlroy



Mel Falconer



Matthew Burrow



Andrew Frankel



John McIlroy



Steve Cropley



Matt Prior



Matthew Burrow



Mark Tisshaw



Tom Webster



Matt Burt



Steve Cropley



Allan Muir



The chassis is firm but compliant; road roar was an issue



Two adults will fit in the cramped rear cabin – but they won't enjoy it



The 2 is a nice steer but it struggles to excel in any area



Double stitching is a rare cabin highlight



Non-turbo petrol engine loosened up nicely

TEST DATA

MAZDA 2 1.5 90PS Sport Nav

TEST STARTED 29.4.15

Mileage at start	1850
Mileage at end	4922

PRICES

List price then	£15,395
List price now	£15,395
Price as tested	£15,925
Dealer value now	£14,750
Private value now	£14,500
Trade value now	£14,150

OPTIONS

Dynamic Blue Mica paint £530

CONSUMPTION AND RANGE

Claimed economy	62.8mpg
Fuel tank	44 litres
Test average	45.8mpg
Test best	50.1mpg
Test worst	41.5mpg
Real-world range	444 miles

TECH HIGHLIGHTS

0-62mph	9.4sec
Top speed	114mph
Engine	4 cyls, 1496cc, petrol
Max power	89bhp at 6000rpm
Max torque	109lb ft at 4000rpm
Transmission	5-spd manual
Boot	280/950 litres
Wheels	16in alloy
Tyres	185/60 R16
Weight	1050kg

SERVICE AND RUNNING COSTS

Contract hire rate	na
CO ₂	105g/km
Service costs	None
Other costs	None
Fuel costs	£449.26
Running costs inc fuel	£449.26
Cost per mile	14.4 pence
Depreciation	£1770
Cost per mile inc dep'n	71 pence
Faults	None

PREVIOUS REPORTS

29 Apr, 20 May, 24 Jun, 29 Jul, 5 Aug, 26 Aug

ratio), but while you do occasionally miss the low-end shove that comes with the Volkswagen Group's 1.2 TSI or the Fiesta's 1.0-litre Ecoboost, the 2's motor became more flexible as the miles piled on. And when it did need working that bit harder, the gearbox remained a delight to use, with a satisfyingly slick action and a short throw.

The chassis set-up was firm enough to keep body roll in check but had enough compliance for UK roads. And only road roar let the side down on refinement – although at the appropriate point I'd have chucked our car's standard-fit Dunlop tyres and gone for Continentals or Pirellis instead.

I reckon the infotainment system is the best in class, meanwhile. The combination of a crisp touchscreen you can stab with your finger and an iDrive-like rotary controller between the front seats is a notch above the Fabia's screen and leagues ahead of the Fiesta's increasingly dated set-up.

Where, then, did the 2 struggle? Well,

Mazda's reputation for mechanical sweetness is as deserved as ever

its cabin stood up well to daily abuse – it left us with no noticeable rattles and any scuff marks cleaned off pretty easily – but it was also desperately short of glamour and frankly a bit dour. There's padded material in most of the right areas – even a bit of double stitching – but Mazda has yet to match Skoda's or Ford's understanding of the difference the odd flash of chrome-effect plastic can make.

It's also a two-seater for much of the time. We did go four up on a couple of occasions, but the fully grown adults involved didn't thank us for sticking them in the rear seats. A Fiesta feels a little roomier in the back and a Fabia positively palatial in comparison.

Skyactiv delivers some pretty impressive official CO₂ emissions and fuel economy figures – 105g/km and

62.8mpg in the case of our car – but the Mazda couldn't match that fuel consumption in everyday use. Even with a commute that included 15 miles of 50mph roadworks, the 2 peaked at 50mpg and spent most of its time below 45mpg. That's representative of the class, rather than exceptional.

So what you're left with, really, is a stylish hatchback with a class-leading infotainment system, well-sorted driving dynamics and reasonable running costs. That's a solid enough combo, but buyers tend to prioritise either chassis flair or cabin space – and on those scores you're marginally better served by a Fiesta or a Fabia. While that remains the case, entirely decent offerings like the Mazda 2 will remain on the edges of the supermini battle.

john.mcilroy@haymarket.com

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Mazda CX-3

Mileage | 3137 A journey to France raises tyre pressure monitoring and sat-nav issues

Five miles into a 250-mile drive, there are few things more disconcerting than a tyre pressure warning light flashing at you. This happened to me in the CX-3 on a recent journey down to Dover to catch the ferry across to Calais. It was all the more annoying because I'd checked the tyre pressures and reset the monitoring system not once but twice beforehand. It wasn't the first time this had happened, either. A trip to the dealer is now needed to check that there isn't anything more amiss than a faulty warning light.

After a calm, stress-free Channel crossing (thanks pferries.com), it was time to test out the CX-3's sat-nav system to find the way to my mum's house near Hesdin in northern France. My partner tried to set it on the move while I was driving and found it a little



CX-3 returned slightly disappointing 39mpg economy on the run to France and back



Sat-nav's 3D tunnel view is a neat touch

unintuitive to use. The system took a couple of attempts to find the correct address, and when it did, there was no indication or on-screen prompt of which button you had to press to start route guidance. However, in the sat-nav's defence, my boyfriend did admit it was "probably fine if you read the manual first, but that's illegal for men". Quite.

The system redeemed itself somewhat when we drove through a tunnel. As soon as the Mazda entered it, the screen switched from showing the route to a 3D rendering of a tunnel. As soon as we popped out the other side, the route came back on screen; we both thought this was a quirky but fun touch.

I mentioned last time that road roar was a problem at higher speeds, especially on the UK's patched-up motorways. On the smoother French autoroutes, the tyres didn't kick up anywhere near as much noise, which made the trip much more enjoyable.

I was also expecting to get close to the CX-3's True MPG fuel figure of 44.6mpg on a longer journey but was a little disappointed to record a best of 39.2mpg. Maybe someone else with a smoother driving style can better that.

melanie.falconer@haymarket.com

Mazda CX-3 2.0 Skyactiv-G 120PS SE-L Nav

Price £19,595 **Price as tested** £20,135

Economy 39.2mpg **Faults** Erratic tyre pressure monitoring system

Expenses None **Last seen** 26.8.15



Suzuki Celerio

Mileage 4500

I'm relieved. A problem that dogged our 4500-mile, four-month-old Suzuki Celerio for several months, and was so concerning at one stage that it led the manufacturer to reinstall our car's engine software, was solved a few days ago and I don't think it will be back.

Here's some history. After about 1000 miles our Celerio, freshly run in and working well in all the ways it's fair to judge a £9000 car, developed an occasional misfire. Or, more accurately, a momentary hesitation. It was intrusive enough to be annoying yet rare enough to allow you to forget

about it for days. But it would always return. Until last week, that is, when I finally realised that I had been running our Celerio on contaminated fuel.

Usually, I drive the car on much the same route, but recently I took a long journey out of town. I brimmed it at my usual place and for 300 miles it occasionally did 'the thing', a hesitation between 2500 and 3000rpm. Normally after 300 miles I'd be back in the Smoke, to fill up at that usual place again, but this time the Celerio and I went farther afield. The car was out of its usual zone for days and the problem disappeared. Only when I returned to my usual vendor – a convenient but seedy place in central London – did 'the thing' reappear, whereupon I tumbled to its probable cause.

I did visit the seedy place again, though, to recount my experience. The proprietor was deeply unhelpful. "No one else has complained, mate" was his point of view. And he may be right. Suzuki's Dualjet engine is the most frugal baby triple going; its double

injection system must run the 999cc unit very lean indeed. Less efficient engines may not be bothered.

Lately I've been filling the Celerio at high-turnover outlets and I've noticed nothing untoward. The Celerio's engine is back to its best. It has been a weird experience, but the sense of relief is great.

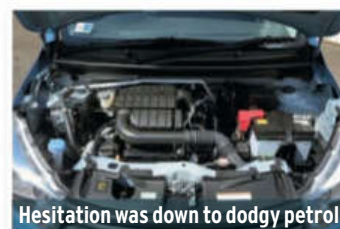
steve.cropley@haymarket.com

Suzuki Celerio SZ3 Dualjet

Price £8499 **Price as tested** £8929

Economy 61.9mpg **Faults** New fuel computer, sporadic misfire

Expenses None **Last seen** 12.9.15



Hesitation was down to dodgy petrol



INTELLIGENT MOTION

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AIR CONDITIONING**

**AUTOMATIC DUSK
& RAIN SENSORS**

**FRONT & REAR
PARKING SENSORS**

**AUTO
STOP & GO**

**KEYLESS
ENTRY**

**ALLOY
WHEELS**

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1. Offer is available on pre-registered Mirage 3 with delivery mileage. 2. New vehicle On The Road price for a Mirage 3 manual £12,054. Pre-registered price for a Mirage 3 manual £9,054. Prices include VAT (at 20%), VED and First Registration Fee. **Metallic paint extra.** Offer is only applicable in the UK, subject to availability, whilst stocks last and may be amended or withdrawn at any time. Offer excludes Northern Ireland, Channel Islands & I.O.M. Offer is not available with any other offer and is available at participating dealers between 27th June and 28th September 2015.

THE LOG BOOK

**Skoda Octavia Estate****Mileage 11,467 Last seen 12.8.15**

How do you transport a roof rack for a Volkswagen T3 Syncro van when said van is off the road and the rack is too long and broad to fit into the boot of any standard car? The answer, naturally, is to use the roof rack of a generously proportioned estate. So it was that our Octavia proved its usefulness once again. It's the go-to car for such jobs. **BSY**

**Hyundai i20****Mileage 7800 Last seen 19.8.15**

I can't make up my mind about our i20's powertrain. We went big on it, choosing the 1.4 over the 1.2s that litter the bottom end of the range, and I'm glad we did. But smooth though the 99bhp unit is, it's not as sweet as a Ford Ecoboost or even our 89bhp 1.2 turbo Skoda Fabia. Hyundai's turbocharged triples are due in the i20 early next year; they can't come quickly enough. **JM**

**Renault Mégane Trophy****Mileage 9200 Last seen 26.8.15**

Our Mégane is to become a museum piece. With its 271bhp engine now rolled out across the range, Renault is retiring the Trophy badge and offering the car either as a 275 Cup-S or 275 Nav. The latter gets you all the interior toys; the former the trick chassis. Our Trophy has the lot, but I'd take the £24k Cup-S for almost £10k less than its price. **NC**

BMW 220d Active Tourer

Mileage | 8723 Motorway mile-munching and people-moving duties for our BMW MPV

The 2 Series Active Tourer is an odd thing. It's a front-wheel-drive family hatchback with an emphasis on interior practicality and comfort. In other words, it sounds about as far away from a traditional BMW as you could get.

With that in mind, I was keen to borrow the car for a couple of days, because I needed it to transport people and to do a load of motorway miles. Most of all, however, I wanted to find out if it felt like a proper BMW.

The first thing you notice is how upright the driving position is. The seat is comfortable, though, and it doesn't take long to get settled behind the wheel, but it'll all feel alien if you're used to driving a BMW saloon.

The driving experience is anything but alien, which is pretty surprising when you consider the car's exterior dimensions and the unusual (for a BMW) mechanical layout. The 2.0-litre diesel engine is punchy and revs smoothly, the steering has the usual BMW heft to it (albeit with a bit of torque steer if you give the engine the beans in a low gear), and the ride is firm but well damped. Considering that the car is comparatively tall, the handling is good, too. The gearbox, meanwhile, has a reasonably easy shift (not always a



The driving position is upright but comfortable; A-pillars can compromise visibility

given in a manual BMW), although you have to press the clutch down a long way in order to change gear smoothly.

The Active Tourer is quite the high-speed mile-muncher, too. It's quiet and relaxed on the motorway and feels stable even in heavy rain and lots of standing water.

As regular keeper John Bradshaw has previously mentioned, though, front three-quarter visibility is badly compromised by the thickness and angle of the A-pillars. You don't just lose whole vehicles; at certain angles you can miss entire sections of road.

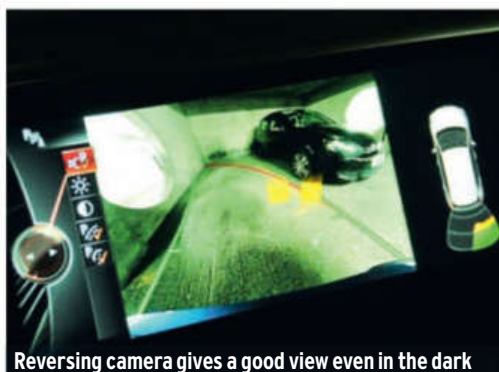
At least the reversing camera (part of the optional Technology Package fitted to our car) is clear, and it even shows a lot of detail at night, which is something not all systems manage.

The upgraded sat-nav is equally impressive. Again, it's an optional extra (in this case one that costs nearly £2100), but its real-time

traffic information is accurate, as is the estimated arrival time, despite there being two sets of motorway roadworks that had to be negotiated on one particular trip of mine.

Of course, you'll buy a 2 Series Active Tourer because you need to transport people, and it does this very well. Everyone who got in the car commented on how much space there was; despite what the BMW's short footprint would have you believe, there's plenty of room for four six-footers inside.

After two days and 250 miles, I came away a fan of the 2 Series Active Tourer. No, it doesn't appear to be a 'proper' BMW, but it feels like one to drive and has a classy cabin that is plenty big enough for most family duties. Odd thing or not, the Active Tourer is a good car – and a genuine BMW to boot. **barnaby.jones@haymarket.com**

BMW 220d Active Tourer M Sport**Price £29,540 Price as tested £35,090****Economy 42.8mpg Faults None****Expenses None Last seen 5.8.15**

Reversing camera gives a good view even in the dark

DEALS

Bargain new
and used motors



Value brands are the new used

Does buying new instead of used ever make sense? **James Ruppert** says it can do with value brands

New cars: I don't normally do them, except that it is good to drive some from time to time to see exactly what I've been missing. So I was rather invigorated after driving a whole bunch of Ssangyongs. All of them – the whole lot. I rather enjoyed it. Almost as much as I enjoyed talking to Paul Williams, who runs the company in the UK.

He's not your normal car company boss. He's not a car guy. Nor is he a bean counter. He's a normal bloke. That means he's fun to talk to and understands car buyers completely.

Which brings me on to used cars. You see, Paul told me that some of the most successful Ssangyong dealers at the moment are solus ones. That

means they have a general used car lot with a new-car franchise attached. This gives a car salesman options. So instead of flogging a tired secondhand Land Rover Discovery, it isn't that much of a mental stretch to get a car buyer to seriously consider a new Ssangyong Rexton with an unlimited-mileage, five-year warranty if he needs something to tow a caravan.

It is always important not to sell two cars side by side and make one of them look stupid – putting left-hand-drive models together with right-hookers, for example. Used cars, though, have a purpose. They represent value compared with a new car, except that Ssangyong is already a value brand. So there is a double positive right there,



Used Freelander: as much as a new Tivoli

and that explains why they are doing rather well at the moment.

So I have to put myself in the position of a used car buyer who wants, say, a Land Rover Freelander but will make do with a Ssangyong Tivoli. That's because the Tivoli looks good, goes well, tows plenty and starts at just £12,750 on the road. Go to a used car dealer with £13k and you'll get a 2011 Freelander 2. Be careful that it isn't a

The reasonable residuals and peace of mind offered by a new Ssangyong make an overwhelming new-car case



P72 James Rupert
Used car expert



P74 Nigel Donnelly
Deals expert



P76 Nic Cackett
Data expert

New Ssangyong Rexton makes sense against a well-used Discovery



two-wheel-drive model and you will get a 2.2 TD4 GS with around 70,000 miles on the clock. Hopefully, the dealer will stick a warranty on that, but it may only be a three-month bare-minimum job. So unless serious off-roading ability is needed, the reasonable residuals and peace of mind offered by a new Ssangyong make an overwhelming new-car case.

Value brands are where it's at in the retail marketplace, be it a Dacia, a Great Wall or a Ssangyong. So am I going to buy a brand-new car? No. Would I recommend one to a relative, friend or reader? Yes, of course. If the circumstances are appropriate, it is hard to argue against the value brands. New cars are okay.

BANGERNOMICS BEST BUYS



READER'S CAR: TOYOTA AVENTIS

Daniel Fox has a 1999 Toyota Avensis SR and he became its third owner after 100,000 miles. He says: "Since then, I've used it every day for two years, taking it to 162,000 miles. I bought it needing dependable motoring for work. The car cost me £840, but I'll never sell it. It's totally characterless and dull, but utterly fantastic at being a car. Expenditure amounts to two period car stickers, four tyres and a timing belt. I do the oil myself every 6k. That's about it. Oh, and it's a rare colour: Tuscan Plum, don't you know?"

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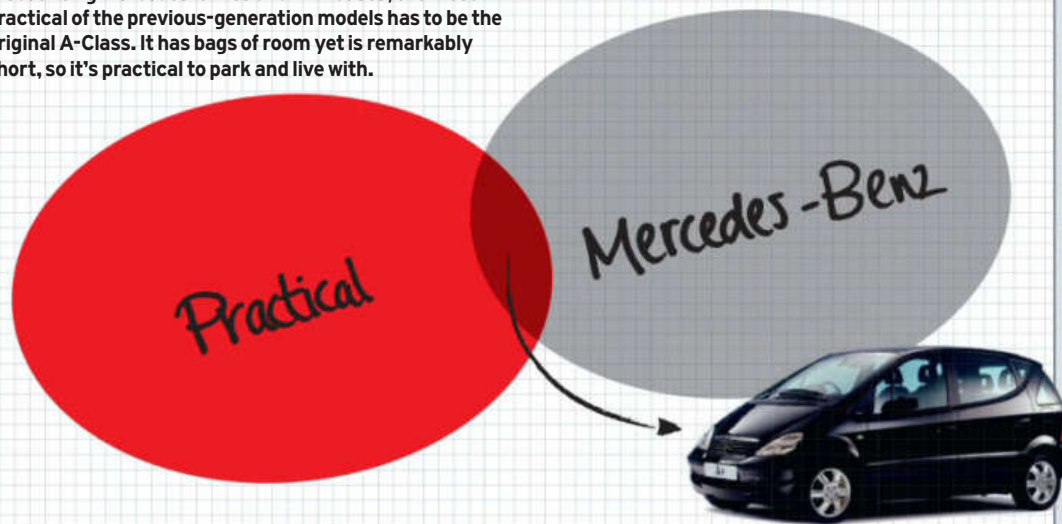


WHAT CAUGHT MY EYE THIS WEEK: LOTUSES

I've written enough buying guides and spoken to enough experts about Lotuses for them to truly terrify me. There is a lot that can go so expensively wrong. Still fancy one, though.

USED CAR DILEMMA: MERCEDES-BENZ A-CLASS

Discounting Mercedes lorries and minibuses, the most practical of the previous-generation models has to be the original A-Class. It has bags of room yet is remarkably short, so it's practical to park and live with.



All-paw four-doors from £2k

An all-wheel-drive saloon will help keep you the right way up through winter. **Nigel Donnelly** picks some performance-orientated options

1 Jaguar X-Type 3.0 (2001-2009)

Although firmly in the pocket-money price bracket today, the X-Type was well regarded when new. The flagship model, launched with a 3.0-litre V6 and four-wheel drive as standard, was well received, despite a cramped cabin and styling that was dated from the off.

The engine – based on Ford's Duratec unit – produced 231bhp and gave impressive pace, but all models are distinctly discreet. There are

no bucket seats, rubber band tyres or overt bodykits, even on Sport models. If this understatement appeals, you don't need to spend a fortune on a serviceable example. Walk away from cars with engine or gearbox issues and be fussy.

Exceptional, low-mileage cars (of which there are many) creep beyond £6k, but £2000 should find you something that works with average miles and some service history.



2



Subaru Legacy 3.0R Spec-B (2006-2010)

The 243bhp Legacy 3.0R is a true sleeper saloon. Inside or out, there's little to suggest that this a 150mph car capable of 6.5sec 0-60mph sprints. Equipment levels are good and, running costs aside, they are easy to live with.

Prices are hard to gauge. Enthusiasts

value them, but you might be able to dig out a bargain at a dealer struggling to sell something so specialist. You'll find them for sale from around £3500, but bear in mind that repairs and servicing are expensive. Pay more for one with a traceable service history.

Mazda 6 MPS (2005-2007)

As far as image and appearances are concerned, the Mazda 6 MPS is subtlety made metal. Aside from the chunky twin exhausts and modest MPS badging, there's little to betray that this is anything more than a regular mid-2000s saloon. It was pretty short-lived, only being on sale for a couple of years, but

the 256bhp saloon was good for 150mph and could hit 60mph from rest in less than seven seconds.

Check that your target car has had its pricey timing belt service and that the dashboard is free of warning lights. Expect to find the best cars at around £5000; be wary of anything sub-£3000.

3





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4



Volkswagen Passat 3.2 R36 (2008-2010)

When launched, the Passat R36 was claimed to be the fastest VW ever made, and with 296bhp on tap, the hot version of this most conservative of family saloons was genuinely impressive.

They weren't sold in massive numbers, presumably because buyers spending

£30k-plus on a fast saloon would rather have an Audi badge leading the way than the more prosaic VW one. All models for sale will have loads of kit, but given the relative youth of the cars available and the performance on offer, starting prices of £9k seem pretty sensible.

Volvo S60 R (2003-2007)

Another understated choice, but the Volvo S60 R is a fast car, with 296bhp delivered from its 2.5-litre turbo five-pot. The harsh ride may shock if you have back trouble, but otherwise it's standard fast Volvo fare. It's a big car and not the most cultured chassis you'll ever sample, but it's a formidable motorway missile.

When it comes to pricing, fast Volvos, particularly in saloon form, don't have a great deal of cachet, so there's no need to overpay. That said, they are pretty rare. Problems with the four-wheel drive system and the highly strung engine are not unheard of, though. Prices for the S60 R start at around £3500.

5



NEW CARS A-Z

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Autocar's star ratings explained

- ☆☆☆☆☆ Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆☆ Appalling. Massively significant failings.
- ☆☆☆☆☆ Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆☆ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆☆ Off the pace. Below average in nearly all areas.
- ☆☆☆☆☆ Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆☆ Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆☆ Good. Competitive in key areas.
- ☆☆☆☆☆ Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆☆ Excellent. Near class leading in key areas, and in some ways outstanding.
- ☆☆☆☆☆ Brilliant, unsurpassed. All but flawless.

Full road test on autocar.co.uk

Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 91

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
ABARTH				
500 3dr hatch Good value hot hatch. In Esseesse trim it's great fun to drive				
1.4 T-Jet	E14205	133	155	26
500 CONVERTIBLE 2dr open Open-top hot hatch; has a softer ride than the tin-top car				
1.4 16v Turbo T-Jet	E16005	133	155	27
ALFA ROMEO				
MITO 3dr hatch Classy, well equipped and cheap. No dynamic benchmark				
0.9 TB TwinAir 105 Distinctive	E16160	103	98	13
0.9 TB TwinAir 105 QV Line	E16910	103	98	13
1.4 140 M'air TCT Distinctive	E17710	138	124	19
1.4 140 M'air TCT QV Line	E18460	138	124	20
1.4 170 M'air O'Verde	E20300	168	139	26
1.3 JTDm-2 85 Distinctive	E16745	94	90	11
1.6 JTDm-2 120 D'ive S-S	E17910	118	114	19
1.6 JTDm-2 120 QV Line	E18660	118	114	20
GIULIETTA 5dr hatch Stylish, rewarding family hatch. A new era for Alfa				
2.0 JTDm 175 Excl. TCT	E25840	148	110	20
2.0 JTDm 175 QV Line TCT	E27590	148	110	20
1.4 TB 120 Progression	E18450	118	149	16
1.4 TB 120 Distinctive	E19700	118	149	16
1.4 TB Mult'ir 170 Distinctive	E21200	168	134	23
1.4 TB Mult'ir 170 Excl.	E22950	168	134	23
1.4 TB Mult'ir 170 Ex'ive TCT	E24245	168	121	23
1.4 TB Mult'ir 170 QV Line	E24700	168	134	23
1.4 TB Mult'ir 170 QV Line TCT	E25995	168	121	23
1.6 JDTM 105 Progression	E19500	103	114	16
1.6 JDTM 105 Distinctive	E20750	103	114	16
1.6 JDTM 105 Excl.	E22500	103	114	16
2.0 JTDm 150 Distinctive	E21930	148	110	20
2.0 JTDm 150 Excl.	E23680	148	110	20
2.0 JTDm 150 QV Line	E25430	148	110	20
4C 2dr coupé A singular statement. Flawed, perhaps, but the best current Alfa by miles				
1.75T	E51500	237	159	50
ALPINA				
B3 2dr coupé Rapid, usable and cheaper alternative to an M3				
3.0 S Biturbo	E51350	394	224	-
B5 4dr saloon Rapid, usable and cheaper alternative to an M3				
3.0 S Biturbo	E50350	394	224	-
B3 CONVERTIBLE 2dr open Rapid, usable, cheaper alternative to an M3.				
3.0 S Biturbo	E56450	394	225	-
B3 TOURING 5dr estate Rapid, usable and cheaper alternative to an M3.				
3.0 S Biturbo	E51350	394	225	-
B5 4dr saloon Huge pace, but let down by unimovling dynamics				
85 Biturbo	E71950	507	252	-
85 Biturbo	E71950	500	252	-
B5 TOURING 5dr estate Huge pace, but let down by unimovling dynamics				
85 Biturbo	E71950	500	255	-
BT 4dr saloon Makes sense on an autobahn but not for the UK				
4.4 V8 Switch-tronic	E95850	500	282	-
4.4 V8 Switch-tronic LWB	E98850	500	282	-
D3 4dr saloon Precise dynamics with added Alpina kudos and a great engine				
3.0D Biturbo	E46950	345	139	50
D5 4dr saloon Rapid, usable and cheaper alternative to an M5				
3.0 Bi-Turbo	E55950	340	155	-
XD3 5dr 4x4 Alpina's first SUV is a triumph. Hugely fast, capable and desirable				
3.0 XD3	E54950	345	-	49
ARIEL				
ATOM 0dr open Superb fast track mentalism. As exhilarating as cars get				
245	E29321	245	-	-
300	E34319	300	-	-
ASTON MARTIN				
RAPIDE 4dr saloon Four-door Aston is more practical, but just as charming				
5.9 V12 S	E149995	550	355	-
VANTAGE 2dr coupé Stunning Brit sports car. V12 is a new benchmark for Aston				
4.7 V8	E84995	420	299	-
4.7 V8 S	E99995	430	299	-
5.9 V12 S	E138000	565	388	50
VANTAGE ROADSTER 2dr open Drop-top suits the Vantage's relaxed nature				
4.7 V8	E98995	420	299	-

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
4.7 V8 S	E110700	430	299	-
5.9 V12 S	E150000	510	388	-
DB9 VOLANTE 2dr open Facelift a big improvement dynamically				
5.9 V12	E141995	470	333	-
DB9 2dr coupé Enchanting looks, but ride is choppy. Manual the best				
5.9 V12	E131995	470	333	-
VANQUISH 2dr coupé A British supercar for British roads. Looks the business, too				
5.9 V12	E189995	565	335	-
AUDI				
A1 3dr hatch Audi's answer to the Mini. Fun and refined				
1.4 TFSI 125 Sport	E16730	123	115	21
1.4 TFSI 125 S line	E18725	123	117	21
1.4 TFSI 150 S line	E19520	148	112	25
2.0 TFSI 150 S line	E25420	228	162	33
1.6 TDI 116 SE	E15430	114	92	19
1.6 TDI 116 Sport	E17405	114	92	19
1.6 TDI 116 S line	E19400	114	93	19
A1 5dr sportback Rear doors add convenience to an attractive package				
1.4 TFSI 125 Sport	E17350	123	118	21
1.4 TFSI 125 S line	E19345	123	119	21
1.4 TFSI 150 S line	E20140	148	112	25
2.0 TFSI 150 S line	E26155	228	166	33
1.6 TDI 116 SE	E16050	114	92	19
1.6 TDI 116 Sport	E18025	114	92	19
1.6 TDI 116 S line	E20020	114	93	19
A3 3dr hatch Classy interior, stable handling and good engines. Second only to the Golf				
1.2 TFSI 110 SE	E18615	108	117	17
1.6 TDI 110 ultra SE Technik	E21615	108	89	17
2.0 TDI 184 Sport	E27795	148	127	26
2.0 TDI 184 S line	E24885	148	112	27
2.0 TFSI 300 quattro S3	E30980	296	162	36
1.2 TFSI 110 Sport	E20015	108	117	17
1.2 TFSI 110 S line	E22125	108	114	18
1.4 TFSI 125 SE	E19915	123	122	18
1.4 TFSI 125 Sport	E21315	123	122	19
1.4 TFSI 125 S line	E23465	123	124	20
1.4 TFSI 150 SE ACT	E20765	148	109	23
1.4 TFSI 150 Sport ACT	E22165	148	109	23
1.4 TFSI 150 S line ACT	E24315	148	111	24
1.8 TFSI 180 Sport	E23905	178	135	26
1.8 TFSI 180 quattro Sport	E26830	178	149	27
1.8 TFSI 180 S line	E26055	178	135	27
1.8 TFSI 180 quattro S line	E29055	178	153	28
1.6 TDI 110 ultra SE	E20865	108	89	17
1.6 TDI 110 S line	E22265	108	105	17
1.6 TDI 110 S line	E24415	108	107	18
2.0 TDI 150 SE	E22215	148	108	21
2.0 TDI 150 SE Technik	E22965	148	108	23
2.0 TDI 150 Sport	E23615	148	108	21
2.0 TFSI 150 S line	E25765	148	109	21
A3 4dr saloon All the A3's standard attributes in a saloon body. S3 great looking				
1.4 TFSI 150 ACT Sport	E23335	148	110	23
1.6 TDI 110 S line	E25585	108	106	18
1.8 TFSI 180 quattro S line	E30225	178	153	28
1.8 TFSI 180 quattro Sport	E28000	178	149	25
1.8 TFSI 180 Sport	E25075	178	135	23
2.0 300 quattro S3	E33580	296	164	36
2.0 TDI 150 Sport	E24785	148	107	23
1.4 TFSI 150 ACT S line	E25485	148	112	24
1.8 TFSI 180 S line	E27225	178	135	24
1.6 TDI 110 Sport	E23435	108	104	17
2.0 TDI 150 S line	E26935	148	108	24
2.0 TDI 184 Sport	E26055	181	112	27
2.0 TDI 184 S line	E28205	181	114	28
2.0 TDI 184 quattro Sport	E28965	181	127	26
2.0 TDI 184 quattro S line	E31115	181	129	26
A3 5dr sportback Classy interior, stable handling and good engines. Second only to the Golf				
1.4 TFSI 125 S line	E24085	123	124	20
1.4 TFSI 125 Sport	E21935	123	122	19
1.8 TFSI 180 quattro S line	E29675	178	153	28
1.8 TFSI 180 S line	E26675	178	135	27
1.8 TFSI 180 Sport	E24525	178	135	26
2.0 TFSI 300 quattro S3	E26385	296	162	36
2.0 TDI 150 SE	E22835	148	108	21
2.0 TDI 150 Sport	E24235	148	108	21
2.0 TDI 184 quattro S line	E30565	175	129	26
2.0 TFSI 300 quattro S3	E31600	296	162	36
1.2 TFSI 110 SE	E19235	108	117	17
1.2 TFSI 110 Sport	E20635	108	117	17
1.2 TFSI 110 S line	E22745	108	114	18
1.4 TFSI 125 SE	E20535	123	122	18
1.4 TFSI 150 SE ACT	E21385	148	112	23
1.4 TFSI 150 Sport ACT	E22785	148	112	23
1.4 TFSI 150 S line ACT	E24935	148	114	24
1.4 TFSI 150 e-tron	E35340	201	37	29
1.8 TFSI 180 quattro Sport	E27450	178	149	27
1.6 TDI 110 ultra SE	E21485	108	89	17
1.6 TDI 110 ultra SE Technik	E22235	108	89	17
1.6 TDI 110 Sport	E22885	108	105	17
1.6 TDI 110 S line	E25035	108	107	18
2.0 TDI 150 SE Technik	E23585	148	108	23
2.0 TDI 184 Sport	E25505	175	127	26
2.0 TDI 184 quattro Sport	E28415	175	127	26
2.0 TDI 184 S line	E27655	175	124	28
A3 CABRIOLET 2dr open A measured success, but the usual sacrifices make it fun free				
1.4 TFSI 150 S line	E29675	148	118	26
1.4 TFSI 150 SE	E26125	148	116	24
1.4 TFSI 150 Sport	E27525	148	116	25
1.8 TFSI 180 S line Au	E32895	178	133	29
1.8 TFSI 180 Sport Au	E30745	178	133	29
2.0 TDI 150 S line	E31125	148	115	27
2.0 TDI 150 SE	E27575	148	113	24
2.0 TDI 150 Sport	E28975	148	113	25
1.8 TFSI 180 quattro Sport	E32225	178	154	29
1.8 TFSI 180 S line	E31415	178	140	31
1.8 TFSI 180 quattro S line	E34415	178	157	32
2.0 TFSI 300 quattro S3	E39245	296	165	42
1.6 TDI 110 SE	E26225	108	110	17
1.6 TDI 110 Sport	E27625	108	110	18
1.6 TDI 110 S line	E29775	108	112	20
2.0 TDI 184 Sport	E30245	181	117	30
2.0 TDI 184 S line	E32395	181	119	31
2.0 TDI 184 quattro S line	E35435	181	134	31
2.0 TDI 184 quattro Sport	E33285	181	132	30
A4 4dr saloon Highly competent and quality laden; leaves the dynamic finesse to its rivals				
2.0 TDI 150 Black Edition	E31005	148	119	24
2.0 TDI 150 S line	E30320	148	119	23
2.0 TDI 150 SE	E28855	148	127	23
2.0 TDI 150 SE Technik	E30275	148	127	23
2.0 TFSI 225 quattro Black Edit	E29620	175	120	27
2.0 TFSI 225 quattro S line	E35275	222	155	33
2.0 TFSI 225 quattro S line	E34500	222	155	33
2.0 TFSI 225 quattro SE	E31645	222	155	32
2.0 TFSI 225 quattro SE Techni	E32945	222	155	33
1.8 TFSI 120 SE	E24385	118	151	19
1.8 TFSI 120 SE Technik	E25685	118	151	19
1.8 TFSI 120 S line	E27240	118	151	20
1.8 TFSI 120 Black Edition	E28015	118	151	20
1.8 TFSI 170 SE	E26000	168	134	25
1.8 TFSI 170 SE Technik	E27420	168	134	24
1.8 TFSI 170 S line	E28855	168	134	26
1.8 TFSI 170 Black Edition	E29630	168	134	26
3.0 V6 333 S4	E39610	328	178	36
3.0 V6 333 S4 Black Edition	E40685	328	178	36
2.0 TDIe 136 SE Technik	E28600	134	112	23
2.0 TDIe 136 SE	E27600	134	112	23
2.0 TDI 163 Ultra SE	E28320	161	109	27
2.0 TDI 163 Ultra SE Technik	E29740	161	109	27
2.0 TDI 177 S line	E31175	175	120	27
2.0 TDI 177 Black Edition	E31950	175	120	28
2.0 TDI quattro 177 SE Technik	E29880	175	134	27
2.0 TDI quattro 177 S line	E32735	175	134	28
2.0 TDI quattro 177 Black Edit	E33510	175	134	28
3.0 TDI quattro 245 SE	E35360	237	149	33
3.0 TDI quattro 245 S line	E38215	237	149	33
3.0 TDI quattro 245 Black Edit	E38990	237	149	34
A4 AVANT 5dr estate Highly competent and quality laden; leaves dynamic finesse to other stars				
1.8 TFSI 170 SE Technik	E28735	151	141	24
1.8 TFSI 170 S line	E32305	148	124	24
2.0 TDI 150 Black Edition	E31300	148	124	23
2.0 TDI 150 S line	E32530	148	124	23
2.0 TDI 150 SE	E30155	148	129	23
2.0 TDI 150 Sport	E31575	148	129	23
2.0 TDI 177 SE Technik	E30920	175	126	27
2.0 TFSI 225 quattro Black Edit	E33675			

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
4.2 V8 RS5	£69555	444	249	47
2.0 TDI 177 SE	£34575	175	127	29
2.0 TDI 177 S line	£37825	175	127	30
3.0 TDI 204 S line	£41555	201	138	33
3.0 TDI 245 quattro S line	£45220	242	167	39
A6 4dr saloon The best sprung Audi saloon, and one of the most appealing full stop				
3.0 BITDI 320 quattro Black Ed	£51165	316	164	44
3.0 BITDI 320 quattro S line	£48990	316	159	43
3.0 TDI 218 Black Edition	£43135	215	127	35
3.0 TDI 218 quattro Black Edn	£44895	215	138	40
3.0 TDI 218 quattro S line	£42720	215	133	39
3.0 TDI 218 quattro SE	£40195	215	133	39
3.0 TDI 272 quattro Black Edn	£46455	268	138	42
4.0 TFSI 450 S6	£56545	429	214	52
2.0 TDI 190 Ultra SE	£32295	187	113	32
2.0 TDI 190 Ultra S line	£34820	187	114	33
3.0 TDI 190 Ultra Black Edn	£36995	187	119	33
3.0 TDI 218 SE	£38435	215	122	34
2.0 TDI 218 S line	£40960	215	122	35
3.0 TDI 272 quattro SE	£41755	268	133	41
3.0 TDI 272 quattro S line	£44280	268	133	41
3.0 BITDI 320 quattro SE	£46465	316	159	43
A6 AVANT 5dr estate A capable stress buster; BitDi a giant killer				
3.0 BITDI 320 quattro Black Ed	£53330	316	169	44
3.0 BITDI 320 quattro S line	£51040	316	164	43
3.0 TDI 218 Black Edition	£45185	215	130	35
3.0 TDI 218 quattro Black Edn	£46960	215	144	40
3.0 TDI 218 quattro S line	£44770	215	138	39
3.0 TDI 218 quattro SE	£42245	215	138	39
3.0 TDI 272 quattro Black Edn	£48520	268	144	42
4.0 TFSI 560 RS6	£78790	552	223	50
4.0 TFSI 450 S6	£58545	429	214	52
2.0 TDI 190 Ultra SE	£34345	187	118	32
2.0 TDI 190 Ultra S line	£36870	187	119	33
3.0 TDI 190 Ultra Black Edn	£39045	187	124	33
3.0 TDI 218 SE	£40485	215	125	34
3.0 TDI 218 S line	£43010	215	125	35
3.0 TDI 272 quattro SE	£43805	268	138	41
3.0 TDI 272 quattro S line	£46330	268	138	41
3.0 BITDI 320 quattro SE	£48515	316	164	43
A6 ALLROAD 5dr estate Rugged 4x4 A6. Even more pricey				
2.0 TFSI S line	£45755	215	149	39
3.0 TDI 218 quattro Sport	£49455	215	149	39
3.0 TDI 272 quattro	£47315	268	149	42
3.0 TDI 272 quattro Sport	£51015	268	149	42
3.0 BITDI 320 quattro	£52125	316	172	44
3.0 BITDI 320 quattro Sport	£55825	316	172	44
A7 SPORTBACK 5dr hatch A good mix of luxury, practicality and driver reward				
2.0 TFSI 333 quattro S line	£53045	328	182	44
2.0 TFSI 333 quattro Black Ed	£55395	328	182	44
3.0 TDI 218 Ultra SE Exec	£45915	215	124	37
3.0 TDI 218 Ultra S line	£48705	215	128	38
3.0 TDI 218 quattro SE Executi	£47670	215	138	41
3.0 TDI 218 quattro S line	£50480	215	142	41
3.0 TDI 218 quattro Black Ed	£52830	215	142	42
3.0 TDI 272 quattro SE Executi	£50255	268	138	43
3.0 TDI 272 quattro S line	£53060	268	142	43
3.0 TDI 272 quattro Black Ed	£55410	268	142	43
3.0 BITDI 320 quattro S line	£56730	316	167	45
3.0 BITDI 320 quattro Black Ed	£59080	316	167	45
A8 4dr saloon Stylish, comfortable and solid. A convincing exec saloon				
3.0 TDI 258 quattro SE Exec	£62185	247	155	46
2.0 TFSI 245 Hybrid	£64280	208	144	42
2.0 TFSI 245 Hybrid L	£68285	208	148	43
3.0 TFSI 310 quattro SE Exec	£64290	309	183	46
3.0 TFSI 310 quattro Sport Exe	£67890	308	183	46
4.0 TFSI 435 quattro SE Exec L	£76160	429	216	49
4.0 TFSI 435 quattro Sport Exe	£79760	429	216	49
4.0 TFSI 520 S8	£80735	513	216	49
6.3 W12 500 quattro L	£97920	493	254	50
3.0 TDI 258 quattro SE	£59580	254	155	46
3.0 TDI 258 quattro SE Exec L	£63545	254	158	46
3.0 TDI 258 quattro SE Exec L	£66150	247	158	46
3.0 TDI 258 quattro Sport Exec	£65785	254	155	46
3.0 TDI 258 quattro Sport Ex L	£69750	254	158	47
4.2 TDI 385 quattro SE Exec	£72835	380	189	50
4.2 TDI 385 quattro SE Ex L	£76800	346	190	50
4.2 TDI 385 quattro Sport Exec	£76390	380	194	50
4.2 TDI 385 quattro Sport Ex L	£80355	380	197	50
Q3 5dr 4x4 Typically refined and competent, but feels more A3 than SUV				
1.4 TFSI 150 SE	£25380	138	128	19
1.4 TFSI 150 S line	£28060	138	131	20
2.0 TFSI 180 quattro SE	£29640	176	152	27
2.0 TFSI 180 quattro S line	£32190	176	155	27
2.0 TFSI 180 quattro S II Plus	£34540	176	161	28
2.5 TFSI 340 quattro RS	£45540	335	203	37

AUTOCAR TOP FIVES

Mega-hatches



1 Volkswagen Golf R From £30,000
Blends the formerly unblendable: VW sophistication with frenzied driver appeal. Fantastic value for money. ★★★★★



2 Audi RS3 From £40,000
Too closely related to the VW to justify its price, but the five-pot makes it mind-meltingly fast. Comfy now, too. ★★★★★



3 Mercedes-Benz A45 AMG From £38,000
The new RS3 may make it sound a little tame, but that doesn't mean its appeal is lost on us. Far from it. ★★★★★



4 BMW M135i From £31,000
Puts the old-school heft of a six-cylinder engine front and centre. Doesn't quite have the handling to match. ★★★★★



5 Subaru WRX STI From £29,000
Not a hatch and not brilliant, but the WRX is the last outpost of the once mighty Japanese presence in this class. ★★★★★

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
320i M Sport	£30905	181	153	31
328i M Sport	£34005	242	162	36
328i M Sport	£34105	242	162	36
316d ES	£27575	114	116	20
316d SE	£28425	114	116	20
316d Sport	£28725	114	116	20
318d SE	£29675	141	124	24
318d Sport	£29975	141	124	24
318d M Sport	£32175	141	127	25
320d SE	£31975	141	127	25
320d M Sport	£30775	181	125	31
320d SE	£33275	181	128	32
320d M Sport	£33075	181	128	32
320d xDrive M Sport	£32705	181	133	30
320d xDrive M Sport	£34905	181	133	31
320d xDrive M Sport	£34705	181	133	31
330d SE	£36105	255	135	38
330d SE	£36805	255	135	38
330d M Sport	£38405	255	138	40
330d xDrive M Sport	£40120	255	145	41
330d M Sport	£39920	255	145	41
3 SERIES GT 5dr hatch Hatchback practicality meets 3-Series talent. Duller but decent ★★★★★				
318d M Sport	£33525	141	122	25
318d SE	£31275	141	122	24
320i M Sport	£32155	181	155	31
320i SE	£29905	181	155	31
320i xDrive M Sport	£33405	181	165	31
320i xDrive SE	£33655	181	165	31
320i xDrive M Sport	£31405	181	165	31
320i xDrive Sport	£32405	181	165	31
328i SE	£33105	242	157	35
330d xDrive M Sport	£41470	258	144	41
320i SE	£30905	181	155	31
320i M Sport	£31905	181	155	31
328i M Sport	£34105	242	157	36
328i SE	£35105	242	157	36
328i M Sport	£35355	242	157	36
335i M Sport	£40565	302	189	38
335i M Sport	£40815	302	189	38
318d SE	£32275	141	122	24
318d SE	£33275	141	122	24
320d SE	£32375	181	130	30
320d SE	£33375	181	130	30
320d M Sport	£34375	181	130	30
320d M Sport	£34625	181	130	30
325d SE	£34305	215	136	34
325d M Sport	£36305	215	136	34
325d M Sport	£36555	215	136	34
330d SE	£37705	258	137	41
330d SE	£39705	258	137	41
330d M Sport	£39955	258	137	41
330d xDrive SE	£39920	258	144	40
330d xDrive M Sport	£41220	258	144	40
335d xDrive M Sport	£44120	313	149	42
335d xDrive M Sport	£44370	313	149	42
13 5dr hatch Superb really, but price and not free from the usual electric car practicality issues ★★★★★				
13i EV	£30980	168	0	21
13i EV Range Extender	£34130	168	13	21
4 SERIES 2dr coupé More talented GT than brilliant B-road steer. Very comely though ★★★★★				
430d M Sport	£40945	255	134	40
420i SE	£30125	181	144	30
420i M Sport	£31625	181	146	30
420i M Sport	£32625	181	146	30
420i M Sport	£33125	181	146	30
420i xDrive SE	£31660	181	159	30
420i xDrive Sport	£33160	181	163	30
420i xDrive M Sport	£34160	181	163	31
420i xDrive M Sport	£34660	181	163	31
428i SE	£33520	242	154	33
428i Sport	£35020	242	156	33
428i M Sport	£36020	242	156	34
428i M Sport	£36520	242	156	34
435i M Sport	£41870	302	188	36
435i M Sport	£42370	302	188	36
M4	£57055	425	204	42
420d SE	£32495	181	111	29
420d SE	£33995	181	119	30
420d M Sport	£34995	181	119	30
420d xDrive SE	£33995	181	117	29
420d xDrive SE	£35495	181	125	29
420d xDrive M Sport	£36995	181	125	29
425d SE	£35430	215	131	33
425d SE	£36930	215	136	34
425d M Sport	£37930	215	136	34
430d M Sport	£38430	215	136	34
430d M Sport	£40445	255	134	40
430d M Sport	£40945	255	134	40
430d M Sport	£41470	258	144	41
430d M Sport	£41970	258	144	41
430d M Sport	£42470	258	144	41
430d M Sport	£42970	258	144	41
430d M Sport	£43470	258	144	41
430d M Sport	£43970	258	144	41
430d M Sport	£44470	258	144	41
430d M Sport	£44970	258	144	41
430d M Sport	£45470	258	144	41
430d M Sport	£45970	258	144	41
430d M Sport	£46470	258	144	41
430d M Sport	£46970	258	144	41
430d M Sport	£47470	258	144	41
430d M Sport	£47970	258	144	41
430d M Sport	£48470	258	144	41
430d M Sport	£48970	258	144	41
430d M Sport	£49470	258	144	41
430d M Sport	£49970	258	144	41
430d M Sport	£50470	258	144	41
430d M Sport	£50970	258	144	41
430d M Sport	£51470	258	144	41
430d M Sport	£51970	258	144	41
430d M Sport	£52470	258	144	41
430d M Sport	£52970	258	144	41
430d M Sport	£53470	258	144	41
430d M Sport	£53970	258	144	41
430d M Sport	£54470	258	144	41
430d M Sport	£54970	258	144	41
430d M Sport	£55470	258	144	41
430d M Sport	£55970	258	144	41
430d M Sport	£56470	258	144	41
430d M Sport	£56970	258	144	41
430d M Sport	£57470	258	144	41
430d M Sport	£57970	258	144	41
430d M Sport	£58470	258	144	41
430d M Sport	£58970	258	144	41
430d M Sport	£59470	258	144	41
430d M Sport	£59970	258	144	41
430d M Sport	£60470	258	144	41
430d M Sport	£60970	258	144	41
430d M Sport	£61470	258	144	41
430d M Sport	£61970	258	144	41
430d M Sport	£62470	258	144	41
430d M Sport	£62970	258	144	41
430d M Sport	£63470	258	144	41
430d M Sport	£63970	258	144	41
430d M Sport	£64470	258	144	41
430d M Sport	£64970	258	144	41
430d M Sport	£65470	258	144	41
430d M Sport	£65970	258	144	41
430d M Sport	£66470	258	144	41
430d M Sport	£66970	258	144	41
430d M Sport	£67470	258	144	41
430d M Sport	£67970	258	144	41
430d M Sport	£68470	258	144	41
430d M Sport	£68970	258	144	41
430d M Sport	£69470	258	144	41
430d M Sport	£69970	258	144	41
430d M Sport	£70470	258	144	41
430d M Sport	£70970	258	144	41
430d M Sport	£71470	258	144	41
430d M Sport	£71970	258	144	41
430d M Sport	£72470	258	144	41
430d M Sport	£72970	258	144	41
430d M Sport	£73470	258	144	41
430d M Sport	£73970	258	144	41
430d M Sport	£74470	258	144	41
430d M Sport	£74970	258	144	41
430d M Sport	£75470	258	144	41
430d M Sport	£75970	258	144	41
430d M Sport	£76470	258	144	41
430d M Sport	£76970	258	144	41
430d M Sport	£77470	258	144	41
430d M Sport	£77970	258	144	41
430d M Sport	£78470	258	144	41
430d M Sport	£78970	258	144	41
430d M Sport	£79470	258	144	41
430d M Sport	£79970	258	144	41
430d M Sport	£80470	258	144	41
430d M Sport	£80970	258	144	41
430d M Sport	£81470	258	144	41
430d M Sport	£81970	258	144	41
430d M Sport	£82470	258	144	41
430d M Sport	£82970	258	144	41
430d M Sport	£83470	258	144	41
430d M Sport	£83970	258	144	41
430d M Sport	£84470	258	144	41
430d M Sport	£84970	258	144	41
430d M Sport	£85470	258	144	41
430d M Sport	£85970	258	144	41
430d M Sport	£86470	258	144	41
430d M Sport	£86970	258	144	41
430d M Sport	£87470	258	144	41
430d M Sport	£87970	258	144	41
430d M Sport	£88470	258	144	41
430d M Sport	£88970	258	144	41
430d M Sport	£89470	258	144	41
430d M Sport	£89970	258	144	41
430d M Sport	£90470	258	144	41
430d M Sport	£90970	258	144	41
430d M Sport	£91470	258	144	41
430d M Sport	£91970	258	144	41
430d M Sport	£92470	258	144	41
430d M Sport	£92970	258	144	41
430d M Sport	£93470	258	144	41
430d M Sport	£93970	258	144	41
430d M Sport	£94470	258	144	41
430d M Sport	£94970	258	144	41
430d M Sport	£95470	258	144	41
430d M Sport	£95970	258	144	41
430d M Sport	£96470	258	144	41
430d M Sport	£96970	258	144	41
430d M Sport	£97470	258	144	41
430d M Sport	£97970	258	144	41
430d M Sport	£98470	258	144	41
430d M Sport	£98970	258	144	41
430d M Sport	£99470	258	144	41
430d M Sport	£99970	258	144	41
430d M Sport	£100470	258	144	41
430d M Sport	£100970	258	144	41
430d M Sport	£101470	258	144	41
430d M Sport	£101970	258	144	41
430d M Sport	£102470	258	144	41
430d M Sport	£102970	258	144	41
430d M Sport	£103470	258	144	41
430d M Sport	£103970	258	144	41
430d M Sport	£104470	258	144	41
430d M Sport	£104970	258	144	41
430d M Sport	£105470	258	144	41
430d M Sport	£105970	258	144	41
430d M Sport	£106470	258	144	41
430d M Sport	£106970	258	144	41
430d M Sport	£107470	258	144	41
430d M Sport	£107970	258	144	41
430d M Sport	£108470	258	144	41
430d M Sport	£108970	258	144	41
430d M Sport	£109470	258	144	41
430d M Sport	£109970	258	144	41
430d M Sport	£110470	258	144	41
430d M Sport	£110970	258	144	41
430d M Sport	£111470	258	144	41
430d M Sport	£111970	258	144	41
430d M Sport	£112470	258	144	41
430d M Sport	£112970	258	144	41
430d M Sport	£113470	258	144	41
430d M Sport	£113970	258	144	41
430d M Sport	£114470	258	144	41
430d M Sport	£114970	258	144	41
430d M Sport	£115470	258	144	41
430d M Sport	£115970	258	144	41
430d M Sport	£116470	258	144	41
430d M Sport	£116970	258	144	41
430d M Sport	£117470	258	144	41
430d M Sport	£117970	258	144	41
430d M Sport	£118470	258	144	41
430d M Sport	£118970	258	144	41
430d M Sport	£119470	258	144	41
430d M Sport	£119970	258	144	41
430d M Sport	£120470	258	144	41
430d M Sport	£120970	258	144	41
430d M Sport	£121470			

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0 Blue HDi 150 Excl.*	£27110	148	105	25
DACIA				
SANDERO 5dr hatch A clever budget prospect. But its limitations are unavoidable				
0.9 Tce Ambiance	£7595	89	116	6
0.9 Tce Laureate	£8795	89	116	7
1.2 Access	£5995	74	135	2
1.2 Ambiance	£6795	74	135	2
1.2 Laureate	£7995	74	135	2
1.5 dCi Ambiance	£8595	89	98	8
1.5 dCi Laureate	£9795	89	99	10
SANDERO STEPWAY 5dr hatch More expensive - but still limited				
0.9 Tce Ambiance	£8395	89	125	-
0.9 Tce Laureate	£9995	89	125	-
1.5 dCi Ambiance	£9395	89	105	-
1.5 dCi Laureate	£10995	89	105	-
LOGAN MCV 5dr estate Lacks its stablemate's charm. Certainly retains the cheap				
0.9 Ambiance	£8595	89	116	9
0.9 Laureate	£9795	89	116	11
1.2 Access	£6995	74	135	4
1.2 Ambiance	£7795	74	135	4
1.2 Laureate	£8995	74	135	5
1.5 dCi Ambiance	£9595	84	99	11
1.5 dCi Laureate	£10795	84	99	12
DUSTER 5dr 4x4 Cheap, but cheerfully robust. Surprisingly convincing presence				
1.6 16v 105 Access 2WD	£9495	103	165	6
1.6 16v 105 Access 4WD	£11495	103	185	5
1.5 dCi 110 Ambiance 4WD	£11995	106	130	10
1.5 dCi 110 Ambiance 4WD	£13995	107	135	10
1.5 dCi 110 Laureate 4WD	£13495	106	130	11
1.5 dCi 110 Laureate 4WD	£15495	107	135	10
FERRARI				
F12 2dr coupé Proper V12 Ferrari with serious exclusivity and appeal				
6.3 V12	£239352	730	350	50
FF 2dr coupé Four-door Ferrari estate has appeal but lacks classic DNA				
6.3 V12	£227077	651	360	50
CALIFORNIA 2dr open Sleek, comfortable and fast. Now with turbocharger				
4.3 V8	£152086	483	270	50
3.9 V8 T	£154490	552	250	50
458 2dr coupé The complete supercar. Calm ride, explosive performance				
4.5 V8 Italia	£178461	570	307	50
4.5 V8 Speciale	£208090	597	275	50
458 SPIDER 2dr open The complete supercar. Minus roof. A world-class head turner				
4.5 V8	£198906	570	275	50
FIAT				
PANDA 5dr hatch Cheap, practical and very nearly spot on				
0.9 TwinAir 85 4x4 Antartica	£14995	84	105	6
0.9 TwinAir 85 Trekking	£13075	84	105	6
1.3 MultiJet 75 4x4 Antartica	£15995	74	125	7
0.9 TwinAir 85 Easy	£11375	84	99	7
0.9 TwinAir 85 Lounge	£11875	84	99	7
0.9 TwinAir 85 4x4	£14575	84	114	7
1.2 Pop	£9375	68	120	3
1.2 Easy	£10175	68	120	4
1.2 Lounge	£10675	68	120	3
1.3 MultiJet 75 Pop	£11575	74	104	7
1.3 MultiJet 75 Easy	£12375	74	104	7
1.3 MultiJet 75 Lounge	£12875	74	104	7
1.3 MultiJet 75 Trekking	£14075	74	109	7
1.3 MultiJet 75 4x4	£15575	74	125	7
500 3dr hatch Super desirable, cute car. Pleasant, if not involving, to drive				
0.9 TwinAir 105 60	£15550	103	92	10
0.9 TwinAir 105 Lounge	£14220	103	92	10
0.9 TwinAir 105 S	£14370	103	92	10
1.4 6v Easy	£15070	84	99	10
1.2 Colour Therapy	£11220	68	113	9
1.2 60	£13670	68	113	9
1.3 MultiJet 60	£16070	94	97	14
0.9 TwinAir 85 Lounge	£13740	84	92	10
0.9 TwinAir 85 S	£13890	84	92	12
0.9 TwinAir 85 Colour Therapy	£12420	84	99	10
0.9 TwinAir Cult	£14890	84	99	10
0.9 TwinAir 105 Cult	£15370	103	92	10
1.2 Pop	£10690	68	113	5
1.2 Lounge	£12440	68	113	6
1.2 S	£12590	68	113	9
1.2 Cult	£13590	68	113	9
1.4 T-Jet Abarth	£14255	133	155	26
FORD				
KA 3dr hatch An agile drive and energetic petrol engine. Wooden ride				
1.2 Grand Prix III	£11445	68	115	5
1.2 Studio Connect	£9445	68	115	3
1.2 Studio	£8995	68	115	3
1.2 Edge	£9945	68	115	3
1.2 Zetec	£10695	68	115	3
1.2 Titanium	£11995	68	115	3
1.2 Metal	£11445	68	115	5
B-MAX 5dr mpv Fiesta dynamics and sliding door access make the B-Max a cut above				
1.0 EcoBoost 100 Zetec	£15495	99	119	9
1.0 EcoBoost 100 Titanium	£16695	99	119	10
1.0 EcoBoost 125 Zetec S-S	£16095	118	99	13
1.0 EcoBoost 125 Titanium S-S	£17295	118	99	13
1.0 EcoBoost 125 Titanium X	£18495	118	99	13
1.4 90 Studio	£13095	89	139	7
1.4 90 Zetec	£14895	89	139	8
1.6 105 Zetec Powershift	£16595	103	149	10
1.6 105 Titanium Powershift	£17795	103	149	11
1.5 TDCi 75 Zetec	£16295	74	109	8
1.6 TDCi 95 Zetec	£16795	94	104	10
1.6 TDCi 95 Titanium	£17995	94	104	11
FIESTA 3dr hatch Stylish and wonderfully engaging. The best supermini				
1.6 105 Zetec Powershift	£15045	103	138	12
1.0 80 Zetec S-S	£13695	79	99	6
1.0 80 Titanium S-S	£14695	79	99	7
1.0 EcoBoost Zetec S-S	£14195	99	99	11
1.0 EcoBoost Titanium S-S	£15195	99	99	11
1.0 EcoBoost Titanium X	£16445	99	99	11
1.0 EcoBoost Titanium X S-S	£15695	123	99	15
1.0 EcoBoost Titanium X S-S	£16945	123	99	15
1.0 EcoBoost Titanium X S-S	£15945	123	99	15
1.25 60 Studio	£10145	59	120	3
1.25 60 Style	£11895	59	120	4
1.25 82 Style	£12395	80	120	7
1.6 105 Titanium Powershift	£13195	80	120	7
1.6 180 EcoBoost ST	£17545	180	138	30
1.6 180 EcoBoost ST2	£18545	180	138	30
1.6 180 EcoBoost ST3	£19545	180	138	30
1.5 TDCi 75 Style	£13995	74	98	8
1.5 TDCi 75 Zetec	£14795	74	98	9
1.5 TDCi 75 Titanium	£15795	74	98	9
1.6 TDCi 95 Style ECOnetic S-S	£14945	94	87	11
1.6 TDCi 95 Zetec ECOnetic S-S	£15495	94	87	12
1.6 TDCi 95 Zetec S	£16145	94	95	12
1.6 TDCi 95 Titanium ECOnetic	£16495	94	87	12
1.6 TDCi 95 Titanium X	£17295	94	95	13
FIESTA 5dr hatch Stylish and wonderfully engaging. The best supermini				
1.25 82 Style	£12995	80	120	7
1.6 105 Titanium Powershift	£16645	103	138	12
1.6 105 Zetec Powershift	£15645	103	138	12
1.0 80 Zetec S-S	£14295	79	99	6
1.0 80 Titanium S-S	£15295	79	99	7
1.0 EcoBoost Zetec S-S	£14795	99	99	11
1.0 EcoBoost Titanium S-S	£15795	99	99	11
1.0 EcoBoost Titanium X S-S	£17045	99	99	11
1.0 EcoBoost Titanium X S-S	£16295	123	99	15
1.0 EcoBoost Titanium X S-S	£17545	123	99	15
1.25 60 Style	£12495	59	120	4
1.25 82 Zetec	£13795	80	120	7
1.5 TDCi 75 Style	£14595	74	98	8
1.5 TDCi 75 Zetec	£15395	74	98	9
1.5 TDCi 75 Titanium	£16395	74	98	9
1.6 TDCi 95 Style ECOnetic S-S	£15545	94	87	11
1.6 TDCi 95 Zetec ECOnetic S-S	£16095	94	87	12
1.6 TDCi 95 Titanium ECOnetic	£17095	94	87	12
1.6 TDCi 95 Titanium X	£17895	94	95	13
ECOSPORT 5dr hatch Pumped up Fiesta okay, but developing world origins show through				
1.0 EcoBoost 125 Titanium	£15995	123	125	11
1.0 EcoBoost 125 Titanium X	£16995	123	125	11
1.5 112 Titanium	£14995	90	149	10
1.5 112 Titanium X	£15995	90	149	10
1.5 TDCi 91 Titanium	£16495	90	120	10
1.5 TDCi 91 Titanium X	£17495	90	120	10
FOCUS 5dr hatch Still very good to drive, and more appealing by new cabin				
1.6 125 Zetec S	£21095	123	146	14
1.0 EcoBoost Style	£17595	99	105	10
1.0 EcoBoost Zetec	£18595	99	105	10
1.0 EcoBoost Titanium	£20095	99	105	10
1.0 EcoBoost Titanium X	£22095	99	105	10
1.0 EcoBoost Zetec S	£19095	123	108	14
1.0 EcoBoost Zetec S	£20345	123	108	14
1.0 EcoBoost Zetec S	£20595	123	108	14
1.0 EcoBoost Zetec S	£22595	123	108	14
MAZDA				
1.5T 150i EcoBoost Zetec S				
1.5T 150i EcoBoost Titanium				
1.5T 182i EcoBoost Titanium X				
1.6 85 Studio				
1.6 105 Style				
1.6 125 Style auto				
1.6 125 Zetec				
1.6 125 Titanium auto				
2.0T 250 EcoBoost ST				
2.0T 250 EcoBoost ST-2				
2.0T 250 EcoBoost ST-3				
1.5 TDCi 95 Style				
1.5 TDCi 120 Zetec				
1.5 TDCi 120 Zetec S				
1.5 TDCi 120 Titanium X				
1.5 TDCi 120 Titanium X				
1.6 TDCi 95 Style				
1.6 TDCi 115 Zetec				
1.6 TDCi 115 Zetec S				
1.6 TDCi 115 Titanium				
2.0 TDCi 150 Titanium X				
2.0 TDCi 150 Titanium X				
2.0 TDCi 185 ST				
2.0 TDCi 185 ST-2				
2.0 TDCi 185 ST-3				
2.0 TDCi 150 Titanium				
2.0 TDCi 150 Titanium				
2.0 TDCi 150 Titanium Ecotonic				
2.0 TDCi 150 Titanium Ecotonic				
2.0 TDCi 180 Titanium				
2.0 TDCi 180 Titanium				
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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.5T150 Titanium X Sport	£28345	148	143	20
1.5T182 Ecoboost Zetec AWD	£25160	180	171	21
1.5T182 Ecoboost Titanium AWD	£26795	180	171	21
1.5T182 Ecoboost Titanium X AWD	£29455	180	171	21
1.5T182 Ecst Titanium X Sport	£32495	180	171	21
2.0TDCI 150 Zetec AWD	£22695	148	122	20
2.0TDCI 150 Titanium ZWD	£24345	148	122	20
2.0TDCI 150 Titanium X ZWD	£27095	148	122	20
2.0TDCI 150 Titanium X Sport	£30045	148	122	20
2.0TDCI 180 Titanium AWD	£26345	147	135	22
2.0TDCI 180 Titanium X AWD	£29095	177	135	22
C-MAX 5dr mpv As fun to drive as it is easy to live with				
1.0T100 Ecoboost Zetec S-S	£18695	99	117	10
1.0T125 Ecoboost Zetec S-S	£19195	123	117	10
1.0T100 Ecoboost Titanium S-S	£20195	99	117	10
1.0T125 Ecoboost Titanium S-S	£20695	123	117	10
1.0T125 Ecoboost Titanium X S-S	£22695	123	117	14
1.6T105 Zetec	£17655	103	149	11
1.6T150 Ecoboost Titanium S-S	£20855	148	144	19
1.6T182 Ecoboost Titanium X AWD	£23605	180	144	22
1.6TDCI 115 Zetec	£19150	114	117	16
1.6TDCI 115 Titanium	£20650	114	117	16
1.6TDCI 115 Titanium X	£22650	114	117	16
2.0TDCI 140 Titanium	£21725	138	129	20
2.0TDCI 163 Titanium X	£24225	161	129	22
GRAND C-MAX 5dr mpv Fun and practical small seven seater				
1.0T100 Ecoboost Zetec S-S	£20295	99	119	10
1.0T125 Ecoboost Zetec S-S	£20795	123	119	10
1.0T100 Ecoboost Titanium S-S	£21795	99	119	10
1.0T125 Ecoboost Titanium S-S	£22295	123	119	10
1.0T125 Ecoboost Titanium X S-S	£24295	99	119	14
1.6T150 Ecoboost Titanium S-S	£22250	148	149	19
1.6T182 Ecoboost Titanium X S-S	£24950	180	149	22
1.6TDCI 115 Zetec	£20745	114	124	16
1.6TDCI 115 Titanium	£22045	114	124	16
1.6TDCI 115 Titanium X	£24045	114	124	16
2.0TDCI 140 Titanium	£23250	138	134	20
2.0TDCI 163 Titanium X	£25750	161	134	22
S-MAX 5dr mpv Proof that MPVs need not be boring or ungainly. Still the benchmark				
1.6T160 Ecoboost Zetec S-S	£23310	158	159	18
1.6T160 Eco Titanium S-S	£25060	158	159	19
2.0TDCI Ecoboost Titanium auto	£26735	200	189	22
2.0TDCI 240 Ti. X Sp. auto	£31485	237	194	27
1.6TDCI 115 Zetec S-S	£24110	114	139	16
1.6TDCI 115 Eco Titanium S-S	£25860	114	139	17
1.6TDCI 140 Zetec	£24295	138	139	20
2.0TDCI 140 Titanium	£26045	138	139	20
2.0TDCI 163 Titanium	£26645	161	139	21
2.0TDCI 163 Ti. X Sp.	£30395	161	139	21
2.2TDCI 200 Titanium	£27870	197	174	26
2.2TDCI 200 Ti. X Sp.	£31620	197	174	26
GALAXY 5dr mpv Huge seven-seater MPV. Easy to place on the road. Not cheap				
2.2TDCI 200 Titanium X	£32875	197	179	27
1.6T160 Ecoboost Zetec S-S	£25670	158	167	18
1.6T160 Eco Titanium S-S	£27570	158	167	19
2.0TDCI Ecoboost Titanium auto	£29235	200	189	24
2.0TDCI Ecoboost Titan X auto	£31735	200	189	25
1.6TDCI 115 Zetec S-S	£24640	114	139	16
1.6TDCI 115 Eco Titanium S-S	£28360	114	139	17
1.6TDCI 115 Eco Titanium X	£30860	114	139	17
2.0TDCI 140 Zetec	£26645	138	139	20
2.0TDCI 163 Titanium	£28545	138	139	20
2.0TDCI 140 Titanium X	£31045	138	139	21
2.0TDCI 163 Titanium X	£29145	161	139	21
2.0TDCI 163 Titanium X	£31645	161	139	21
2.2TDCI 200 Titanium	£30375	197	179	26
GINETTA				
G40 2dr coupé Road-legal race car with stripped-out charm to spare				
R	£29950	175	181	-
HONDA				
JAZZ 5dr hatch Great packaging makes this a versatile, if not thrilling supermini				
1.2 i-VTEC SE	£13395	98	123	14
1.2 i-VTEC SE-T	£14390	98	123	14
1.4 i-VTEC ES Plus	£14895	99	129	19
1.4 i-VTEC ES Plus-T	£15890	99	129	19
1.4 i-VTEC Si-T	£15990	99	129	16
1.2 i-VTEC S	£11695	98	123	13
1.2 i-VTEC S A-C	£12545	98	123	13
1.2 i-VTEC S-T	£12690	98	123	13
1.2 i-VTEC S-T A-C	£13540	98	123	13
1.3 iMA Hybrid HE	£17150	97	104	16
1.3 iMA Hybrid HE-T	£18145	97	104	16
1.3 iMA Hybrid HS	£17650	97	104	16
1.3 iMA Hybrid HS-T	£18645	97	104	16
1.3 iMA Hybrid RX	£19250	97	104	16
1.3 iMA Hybrid RX-T	£20245	97	104	16
1.4 i-VTEC EX	£15995	99	129	16
1.4 i-VTEC EXL	£17195	99	129	16
1.4 i-VTEC EX-T	£16990	99	129	16
1.4 i-VTEC Si	£14995	99	129	16
CIVIC 5dr hatch A real contender, but the lack of rear legroom is a hindrance				
1.4 i-VTEC S	£15975	99	129	5
1.4 i-VTEC S-Nav	£16815	99	129	5
1.6 i-VTEC EX Plus	£25140	118	98	15
1.6 i-VTEC S	£18755	118	94	15
1.6 i-VTEC SE Plus	£20570	118	94	15
1.6 i-VTEC SE Plus-Nav	£22180	118	94	15
1.6 i-VTEC S-Nav	£19365	118	94	15
1.6 i-VTEC SR	£23140	118	94	15
1.8 i-VTEC EX Plus	£23935	99	145	15
1.8 i-VTEC S	£17635	140	137	13
1.8 i-VTEC SE Plus	£19565	99	145	14
1.8 i-VTEC SE Plus-Nav	£20175	99	145	14
1.8 i-VTEC S-Nav	£18245	140	137	14
1.8 i-VTEC SR	£22135	99	145	14
1.8 i-VTEC Sport	£19615	99	145	14
1.8 i-VTEC Sport-Nav	£20225	99	145	14
1.6 i-VTEC Sport	£20820	118	98	15
1.6 i-VTEC Sport-Nav	£21430	118	98	15
CIVIC TOURER 5dr estate Versatile, comfortable and frugal, only price marks its scorecard				
1.6 i-VTEC EX Plus	£26140	118	103	16
1.6 i-VTEC S	£19755	118	99	15
1.6 i-VTEC SE Plus	£221570	118	99	15
1.6 i-VTEC SE Plus-Nav	£22180	118	99	15
1.6 i-VTEC S-Nav	£20365	118	99	15
1.6 i-VTEC SR	£24340	118	103	16
1.8 i-VTEC EX Plus	£24935	140	149	15
1.8 i-VTEC S	£18650	140	146	13
1.8 i-VTEC SE Plus	£20565	140	149	14
1.8 i-VTEC SE Plus-Nav	£21175	140	149	14
1.8 i-VTEC S-Nav	£19260	140	146	14
1.8 i-VTEC SR	£23135	140	149	14
ACCORD 4dr saloon Comfortable interior. Fiddly dash and forgettable drive				
2.0 i-VTEC ES	£23200	154	159	23
2.0 i-VTEC ES GT	£24120	154	159	24
2.0 i-VTEC ES GT Nav	£25320	154	159	24
2.4 i-VTEC EX	£26580	154	162	24
2.4 i-VTEC EX ADAS	£27890	198	199	26
2.4 i-VTEC EX ADAS	£30290	198	199	27
2.2 i-VTEC 150 ES	£25400	148	138	24
2.2 i-VTEC 150 ES GT	£26320	148	138	24
2.2 i-VTEC 150 ES GT Nav	£27520	148	138	24
2.2 i-VTEC 180 Type S	£28795	148	141	25
2.2 i-VTEC 180 EX ADAS	£31195	148	141	26
2.2 i-VTEC 180 Type S	£31435	177	147	28
2.2 i-VTEC 180 Type S ADAS	£33685	177	147	29
ACCORD TOURER 5dr estate As above but more desirable and useful				
2.0 i-VTEC ES	£24680	154	163	23
2.0 i-VTEC ES GT	£25655	154	163	24
2.0 i-VTEC ES GT Nav	£26855	154	163	24
2.4 i-VTEC EX	£29550	198	201	26
2.4 i-VTEC EX ADAS	£31950	198	201	27
2.2 i-VTEC 150 ES	£26895	148	143	24
2.2 i-VTEC 150 ES GT	£27870	148	143	24
2.2 i-VTEC 150 ES GT Nav	£29070	148	143	24
2.2 i-VTEC 150 EX	£30330	148	146	25
2.2 i-VTEC 150 EX ADAS	£32730	148	146	26
2.2 i-VTEC 180 Type S	£32925	177	150	28
2.2 i-VTEC 180 Type S ADAS	£35175	177	150	29
HR-V 5dr hatch Cleverly packaged and comfortable crossover. Bland performance though				
1.5 i-VTEC EX	£23195	128	-	-
1.5 i-VTEC S	£17995	128	-	-
1.5 i-VTEC SE	£19745	128	-	-
1.5 i-VTEC SE Navi	£20355	128	-	-
1.5 i-VTEC SE Navi	£19745	128	-	-
1.6 i-VTEC SE	£21495	118	-	-
1.6 i-VTEC SE Navi	£22105	118	-	-
1.6 i-VTEC EX	£24945	118	-	-
CR-V 5dr 4x4 The CR-V soldiers on. But it's hemmed in by cleverer competition				
1.6 i-VTEC 120 SE Nav ZWD	£26740	118	115	22
1.6 i-VTEC 120 SE Nav ZWD	£24300	118	115	23
1.6 i-VTEC 120 SR ZWD	£28495	118	119	23
2.0 i-VTEC S ZWD	£22345	154	168	22
2.0 i-VTEC S-Nav ZWD	£23245	154	168	22
2.0 i-VTEC SE ZWD	£24515	154	168	22
2.0 i-VTEC SE-Nav ZWD	£25685	154	168	22
2.0 i-VTEC SE	£25615	154	173	22
2.0 i-VTEC SE-Nav	£26785	154	173	22
2.0 i-VTEC SR	£28595	154	177	23
2.0 i-VTEC EX	£30440	154	177	23
1.6 i-VTEC 120 S ZWD	£23400	118	115	22
1.6 i-VTEC 120 SE ZWD	£25570	118	115	22
1.6 i-VTEC 160 SE	£27570	158	129	26
1.6 i-VTEC 160 SE-Nav	£28740	158	129	26
1.6 i-VTEC 160 SR	£30625	158	133	27
1.6 i-VTEC 160 EX	£32470	158	133	27
HYUNDAI				
i10 5dr hatch Second gen i10 still close to the best. Mature drive, spacious cabin, low price				
1.0 S	£8705	65	108	1
1.0 S Air	£9370	65	108	1
1.0 SE	£9770	65	108	1
1.0 SE Blue Drive	£10020	65	98	1
1.0 Premium	£10470	65	108	1
1.2 SE	£10270	86	114	4
1.2 Premium	£10970	86	114	4
i20 5dr hatch Very good value hatch. Fun a by-product; practicality mostly spot on				
1.2 i-VTEC S	£10695	76	112	5
1.2 i-VTEC S Air	£11445	76	112	5
1.2 84 SE	£12725	84	119	6
1.2 84 Premium	£13725	84	119	6
1.2 84 Premium SE	£14725	84	119	6
1.4 1				



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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
QUATTROPORTE 4dr saloon Not quite as sophisticated as it might have been. ★★★★★	£81555	404	242	50
3.0 V6 S	£81555	404	242	50
3.8 V8 GTS	£109625	523	274	50
3.0 V6	£69235	271	164	50
GRANTURISMO 2dr coupé Fantastic looks and soundtrack, average chassis ★★★★★	£82280	400	330	50
4.2 V8	£82280	400	330	50
4.7 V8 Sport	£90810	453	331	50
4.7 V8 MC Stradale	£110135	453	360	50
GRANCABRIO 2dr open Fantastic looks and soundtrack, average chassis ★★★★★	£98340	433	337	50
4.7 V8	£98340	433	337	50
4.7 V8 Sport	£103935	453	337	50
MAZDA	Price	Bhp	CO ₂ g/km	Insurance group
2.5dr hatch Much more grown-up now. Handsome and comfortable - if slightly less fun ★★★★★	£11995	74	110	-
1.5 75 SE	£11995	74	110	-
1.5 75 SE-L	£12995	74	110	-
1.5 90 SE-L	£13995	90	105	-
1.5 90 SE-L Nav	£14395	90	105	-
1.5 90 Sport	£14995	90	105	-
1.5 90 Sport Nav	£15395	90	105	-
1.5 115 Sport Nav	£15995	113	117	-
1.5D 105 SE-L	£15995	104	89	-
1.5D 105 SE-L Nav	£16395	104	89	-
1.5D 105 Sport	£16995	104	89	-
1.5D 105 Sport Nav	£17395	104	89	-
3.5dr hatch Refined, well-priced family choice. Dynamically satisfying, too ★★★★★	£16995	99	119	13
1.5 100 SE	£17595	99	119	13
1.5 100 SE-L Nav	£17595	99	119	13
2.0 120 SE	£17295	118	117	-
2.0 120 SE-L Nav	£17895	118	117	-
2.0 120 SE-L	£18795	118	119	-
2.0 120 SE-L Nav	£19395	118	119	-
2.0 120 Sport Nav	£20195	118	119	-
2.0 165 Sport Nav	£21920	162	135	22
2.2D 150 SE	£19645	148	107	24
2.2D 150 SE-L Nav	£20245	148	107	24
2.2D 150 SE-L	£21145	148	107	24
2.2D 150 SE-L Nav	£22145	148	107	24
2.2D 150 Sport Nav	£22745	148	107	24
6.4dr saloon A compelling mix of size, economy and performance. Interior a let down ★★★★★	£19795	143	129	18
2.0 145 SE	£20495	143	129	18
2.0 145 SE-L Nav	£20795	143	129	18
2.0 145 SE-L	£21495	143	129	18
2.0 165 Sport Nav	£24595	162	135	21
2.2D 150 SE	£22295	148	108	21
2.2D 150 SE-L Nav	£22995	148	108	21
2.2D 150 SE-L	£23295	148	108	21
2.2D 150 SE-L Nav	£23995	148	108	21
2.2D 150 Sport Nav	£26395	148	108	21
2.2D 175 Sport Nav	£26795	173	119	23
6.5dr tourer A compelling mix of size, economy and performance. Interior a let down ★★★★★	£22425	143	129	16
2.0 145 SE-L Nav	£25395	162	135	19
2.2D 150 SE-L Nav	£23795	148	116	21
2.2D 175 Sport Nav	£27595	173	119	23
2.0 145 SE-L	£21725	143	131	16
2.2D 150 SE	£23095	148	116	21
2.2D 150 SE-L	£24095	148	116	21
2.2D 150 SE-L Nav	£24795	148	116	21
2.2D 150 Sport Nav	£27195	148	116	21
CX-5 5dr 4x4 Superb diesel engine mated to above average package ★★★★★	£22995	162	139	15
2.0 Skyactiv-G 165 SE-L Nav	£25395	162	139	15
2.0 Skyactiv-G 165 Sport Nav	£26795	162	139	15
2.2D Skyactiv-D 150 SE-L Nav	£24795	148	119	18
2.2D Sky-D 150 SE-L Lux Nav	£26395	148	119	18
2.2D Skyactiv-D 150 Sport Nav	£27195	148	119	18
2.2D Sky-D 150 SE-L Nav AWD	£26695	148	136	17
2.2D Sky-D 175 Sport Nav AWD	£29395	173	136	21
5.5dr mpv Functional seven-seater, but not unpleasant to drive. Lots of kit ★★★★★	£20495	148	159	16
2.0 150 Sport Venture	£21895	114	138	16
MX-5 2dr open The old recipe - but done better. Lean, low-cost and pretty. As it should be ★★★★★	£22445	129	139	-
1.5i Sport Nav	£18495	129	139	-
1.5i SE	£19245	129	139	-
1.5i SE-L	£19845	129	139	-
1.5i Sport Nav	£21845	129	139	-
2.0i SE-L	£20095	153	-	-
2.0i SE-L Nav	£20695	153	-	-
2.0i Sport	£22695	153	-	-
2.0i Sport Nav	£23295	153	-	-
MCLAREN	Price	Bhp	CO ₂ g/km	Insurance group
650S 2dr coupé Extraordinary pace and handling. The car the 12C should have been ★★★★★	£195250	641	-	50
3.8 V8	£195250	641	-	50
650S SPIDER 2dr open More of the same although noisier - and better for it ★★★★★	£215250	641	-	50
3.8 V8	£215250	641	-	50
P1 2dr coupé Other-worldly. As worthy of a place in hypercar history as the F1 ★★★★★	£866000	903	194	50
3.8 V8	£866000	903	194	50
MERCEDES-BENZ	Price	Bhp	CO ₂ g/km	Insurance group
A-CLASS 5dr hatch Desirability on message; ride quality seriously off-piste ★★★★★	£21965	107	92	16
A180 CDI SE ECO	£30910	208	154	34
A250 Engi ^{red} by AMG 4MATIC	£20715	121	128	18
A180 SE	£21840	121	133	18
A180 Sport	£23365	154	133	18
A200 Sport	£24615	154	136	24
A200 AMG Sport	£29375	208	140	34
A250 Engineered by AMG Sport	£38195	354	161	43
A45 AMG 4MATIC	£23240	107	98	16
A180 CDI SE auto	£22785	107	102	16
A180 CDI Sport	£24035	107	105	16
A200 CDI Sport	£23860	134	118	20
A200 CDI AMG Sport	£25110	134	121	21
A220 CDI AMG Sport	£27760	168	115	25
B-CLASS 5dr hatch A slightly odd prospect, but practical and classy ★★★★★	£21500	120	129	16
B180 SE	£22225	120	129	16
B180 Sport	£22520	120	129	16
B180 AMG Line	£23250	154	130	16
B200 SE	£23300	154	130	16
B200 Sport	£24595	154	130	16
B180 CDI SE ECO	£22575	108	94	15
B180 CDI SE	£22575	108	108	15
B180 CDI Sport	£23170	108	108	15
B180 CDI AMG Line	£24465	108	108	15
B200 CDI SE	£23650	134	111	20
B200 CDI Sport	£24245	134	111	20
B200 CDI AMG Line	£25540	134	111	20
B220 CDI Sport	£27125	168	107	25
CLA 4dr saloon Attractive from some angles, unappealing from others. Dynamics to match ★★★★★	£29125	134	117	27
CLA 200 CDI AMG Sport	£29625	134	117	27
CLA 250 AMG Sport 4Matic	£33405	208	154	24
CLA180 Sport	£24775	121	130	23
CLA180 AMG Sport	£26975	121	130	23
CLA45 AMG	£42270	354	161	45
CLA220 CDI Sport	£29775	168	117	28
CLA220 CDI AMG Sport	£31975	168	117	28
C-CLASS 2dr coupé Nice balance of style, usability and driver reward ★★★★★	£68495	451	280	44
C63 AMG Edition 507	£29965	154	149	35
C180 AMG Sport Edition	£31130	168	109	34
C220 CDI AMG Sport Edition	£32460	168	133	38
C250 CDI AMG Sport Edition	£33515	201	143	41
C-CLASS 4dr saloon Stellar cabin and polished drive increase appeal; engines not so good ★★★★★	£22720	181	123	31
C200 SE	£29265	181	124	31
C200 AMG Line	£30890	181	128	31
C63 AMG	£59800	469	192	-
C63 AMG S	£66550	503	192	-
C200 BlueTEC SE	£28985	134	102	25
C200 BlueTEC Sport	£30980	134	102	25
C200 BlueTEC AMG Line	£32475	134	102	25
C220 BlueTEC SE	£29780	168	103	31
C220 BlueTEC Sport	£31775	168	104	31
C220 BlueTEC AMG Line	£33270	168	104	31
C250 BlueTEC SE	£32435	201	117	35
C250 BlueTEC Sport	£34430	201	117	35
C250 BlueTEC AMG Line	£35925	201	117	35
C300 BlueTEC Hybrid SE	£35045	201	94	-
C300 BlueTEC Hybrid Sport	£37040	201	94	-
C300 BlueTEC Hybrid AMG Line	£38535	201	94	-
C-CLASS 5dr estate Decent practicality and fantastic interior - but only okay to drive ★★★★★	£33675	134	102	25
C200 BlueTEC SE	£30185	134	102	25
C200 BlueTEC Sport	£32180	134	102	25
C200 SE	£28470	181	128	31
C220 BlueTEC SE	£30980	168	108	31
C250 BlueTEC SE	£33635	201	117	35
C63 AMG	£61000	469	196	47
C63 AMG S	£67750	503	196	47
C200 Sport	£30465	181	128	31
C200 AMG Line	£32090	181	128	31
C220 BlueTEC Sport	£32975	168	108	31
C220 BlueTEC AMG Line	£34470	168	108	31
C250 BlueTEC Sport	£35630	201	117	35
C250 BlueTEC AMG Line	£37125	201	117	35
E-CLASS 4dr saloon A return to the old Merc qualities. Refined and relaxing ★★★★★	£42375	204	109	43
E63 AMG Sport	£84110	549	232	47
E63 AMG S	£34340	181	138	36
E200 SE	£36850	181	142	37
E200 AMG Line	£35470	208	138	38
E250 SE	£37980	208	142	39
E63 AMG	£74115	549	230	47
E300 BlueTEC Hybrid SE	£39880	204	109	43
E220 BlueTEC SE	£34270	168	120	34
E220 BlueTEC AMG Line	£36765	168	129	35
E250 CDI SE	£36820	201	129	39
E250 CDI AMG Line	£39445	201	134	40
E350 BlueTEC AMG Line	£41210	248	154	44
E-CLASS 5dr estate A return to the old Merc qualities. Refined and relaxing ★★★★★	£38555	168	135	35
E220 BlueTEC AMG Line	£36060	168	133	34
E250 AMG Line	£39770	208	147	39
E250 CDI SE	£41250	201	145	40
E250 CDI SE	£38755	201	143	39
E250 SE	£37275	208	144	38
E300 BlueTEC Hybrid AMG Line	£44165	201	119	44
E300 BlueTEC Hybrid SE	£41670	201	119	44
E350 BlueTEC AMG Line	£43015	248	159	44
E63 AMG	£75905	549	234	47
E63 AMG S	£85900	582	234	47
E-CLASS 2dr coupé A return to the old Merc qualities. Refined and relaxing ★★★★★	£38635	181	140	39
E400 AMG Line Plus	£46425	329	176	45
E220 BlueTEC SE	£36615	168	123	38
E220 BlueTEC AMG Line	£39310	168	126	39
E250 CDI BlueTEC AMG Line	£40930	201	129	43
E350 BlueTEC AMG Line	£42625	228	149	46
E-CLASS CABRIOLET 2dr open Nice cabin, but ride isn't great. Six-pot engines best ★★★★★	£42005	181	146	42
E200 AMG Line	£49795	329	185	48
E400 AMG Line Plus	£39985	168	127	41
E220 BlueTEC SE	£42810	168	134	42
E250 CDI AMG Line	£44300	201	128	45
E350 BlueTEC AMG Line	£46010	228	154	48
S-CLASS 2dr coupé Heavyweight contender. Continent smothering luxury ★★★★★	£96195	449	207	50
S500	£125605	577	237	50
S63 AMG	£183075	621	279	50
S-CLASS 4dr saloon Still the best luxury car in the real world. Calm, advanced, rewarding ★★★★★	£82965	436	65	50
S500 Plug-in Hybrid	£88400	449	207	50
S400 Hybrid L SE Line	£70935	328	147	49
S400 Hybrid L AMG Line	£74930	328	153	49
S600 L AMG Line	£140615	523	259	50
S63 AMG L	£119845	577	237	50
S63 AMG L	£179995	621	279	50
Maybach S600	£165700	501	274	50
S300 BlueTEC Hybrid L AMG Line	£72260	204	120	49
S350 BlueTEC AMG Line	£67940	254	151	50
S350 BlueTEC L SE Line	£66910	254	148	50
S350 BlueTEC L AMG Line	£70940	254	154	50
CLS 4dr saloon Saloon-like practicality, coupe-like rewards ★★★★★	£55855	328	170	50
400 AMG Line	£86510	577	231	50
63 AMG S	£46500	175	129	44
220 BlueTEC AMG Line	£49950	254	-	46
350 BlueTEC AMG Line	£49950	254	-	46
CLS 5dr shooting brake Saloon-like practicality, coupe-like rewards ★★★★★	£87010	577	231	50
63 AMG S	£48080	175	129	44
220 BlueTEC AMG Line	£51400	254	162	47
350 BlueTEC AMG Line	£51400	254	162	47
GLA 5dr 4x4 Not the most practical crossover, but good looking and very decent to drive ★★★★★	£31295	208	154	34
GLA250 AMG Line 4Matic	£44600	354	175	-
GLA45 AMG 4MATIC	£26265	334	119	25
GLA200 CDI Sport	£29215	134	119	25
GLA200 CDI Sport 4Matic	£27210	134	119	25
GLA200 CDI AMG Line	£30215	134	119	25
GLA220 CDI Sport 4Matic	£30645	168	129	28
GLA220 CDI AMG Line 4				

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
QASHQAI 5dr hatch Second generation a masterly update of the first. The crossover to beat ★★★★★				
1.6 dCi 130 Tekna 4WD	£28500	128	115	19
1.2 DiG-T 115 Tekna	£18265	113	129	17
1.2 DiG-T 115 Acenta	£19850	113	129	14
1.2 DiG-T 115 N-tec	£21700	113	129	14
1.2 DiG-T 115 N-tec +	£22250	113	129	14
1.2 DiG-T 115 Tekna	£23800	113	129	14
1.6 DiG-T 163 N-tec	£23200	161	138	14
1.6 DiG-T 163 N-tec +	£23750	161	138	14
1.6 DiG-T 163 Tekna	£25300	161	138	14
1.5 dCi 110 Visia	£20015	109	99	17
1.5 dCi 110 Acenta	£21600	109	99	17
1.5 dCi 110 N-tec	£23450	109	99	14
1.5 dCi 110 N-tec +	£24000	109	99	14
1.5 dCi 110 Tekna	£25550	109	99	15
1.6 dCi 130 Tekna	£26800	128	115	19
X-TRAIL 5dr 4x4 Sleek, Qashqai-based crossover is an easy win if you require seven seats ★★★★★				
1.6 dCi Visia 2WD	£23195	128	129	19
1.6 dCi Acenta 2WD	£24995	128	129	19
1.6 dCi Acenta 4WD	£26695	128	129	20
1.6 dCi n-tec 2WD	£27645	128	129	19
1.6 dCi n-tec 4WD	£29345	128	129	20
1.6 dCi Tekna 2WD	£29645	128	129	19
1.6 dCi Tekna 4WD	£31345	128	129	20
370Z 2dr coupé Great engine and poised handling. Lots of road noise ★★★★★				
3.7 V6 Nismo	£37585	345	248	46
3.7 V6	£27445	323	248	46
3.7 V6 GT	£32525	323	248	46
GT-R 2dr coupé A benchmark. Great drive, brutal power, sensational value ★★★★★				
3.8 V6 2014 MY	£78030	523	275	50
3.8 V6 Nismo	£125000	523	275	50
NOBLE				
M600 2dr coupé A new era for the Brit maker. Outrageous pace and handling ★★★★★				
4.4 V8	£220000	650	-	-
PEUGEOT				
ION 5dr hatch Good electric powertrain, comically expensive ★★★★★				
63	£26216	63	0	28
66 UK drive	£26216	63	0	28
108 3dr hatch Sister car to the Aygo. And distant second to most city car rivals ★★★★★				
1.0 Access	£8345	68	95	6
1.0 Active	£9595	68	95	6
1.0 Active Top	£10595	68	95	6
1.0 Active S-S	£9845	68	88	6
1.0 Active S-S Top	£10845	68	88	7
1.2 VTI Allure	£11095	81	99	11
1.2 VTI Allure Top	£12095	81	99	11
1.2 VTI Felina	£11945	81	99	11
108 5dr hatch Sister car to the Aygo. And distant second to most city car rivals ★★★★★				
1.0 Active	£9995	68	95	6
1.0 Active Top	£10995	68	95	6
1.0 Active S-S	£10245	68	88	6
1.0 Active S-S Top	£11245	68	88	7
1.2 VTI Allure	£11495	81	99	11
1.2 VTI Allure Top	£12495	81	99	11
1.2 VTI Felina	£12345	81	99	11
208 3dr hatch Big improvement for Peugeot, if not the supermini class ★★★★★				
1.0 VTI Access	£10195	67	99	5
1.0 VTI Access +	£11445	67	99	6
1.0 VTI Active	£12395	67	99	6
1.2 VTI Access +	£11945	81	104	8
1.2 VTI Active	£12895	81	104	8
1.2 VTI Allure	£14295	81	104	8
1.2 VTI Style	£13645	81	104	11
1.6 THP 156 VY	£18150	154	126	26
1.6 THP 200 GTi	£19100	179	139	30
1.4 HDi Access +	£13245	67	98	11
1.4 HDi Active	£14195	67	98	11
1.4 HDi Style	£14945	67	98	10
1.6 e-HDi 92 Style	£15595	91	95	17
1.6 e-HDi 92 Allure	£16245	91	95	17
1.6 e-HDi 92 XY	£17895	91	95	16
1.6 e-HDi 115 XY	£18545	113	99	20
208 5dr hatch Big improvement for Peugeot, if not the supermini class ★★★★★				
1.0 VTI Access	£10795	67	99	5
1.0 VTI Access +	£12045	67	99	6
1.0 VTI Active	£12995	67	99	6
1.2 VTI Access +	£13495	81	104	8
1.2 VTI Active	£12545	81	104	8
1.2 VTI Allure	£14695	81	104	8
1.2 VTI Style	£14245	81	104	11
1.6 VTI Allure auto	£16850	118	149	14
1.6 VTI Felina	£17245	118	129	14
1.4 HDi Access +	£13845	67	98	11
1.4 HDi Active	£14795	67	98	11
1.4 HDi Style	£15545	67	98	10
1.4 e-HDi Active EGC	£15495	67	87	11
1.6 e-HDi 92 Style	£16195	91	95	17
1.6 e-HDi 92 Allure	£16645	91	95	17
1.6 e-HDi 115 Felina	£18695	113	99	20
308 5dr hatch Thoughtfully developed and very well appointed but still no class leader ★★★★★				
1.2 PureTech 82 Access	£14995	81	117	9
1.2 PureTech 110 Access	£17945	108	103	13
1.2 PureTech 110 Allure	£19145	81	107	13
1.2 PureTech 110 Sportium	£17445	108	105	11
1.2 PureTech 130 Active	£18695	128	107	14
1.2 PureTech 130 Allure	£19895	128	110	15
1.2 PureTech 130 GT Line	£21445	128	110	16
1.6 THP 205 GT	£24095	202	130	26
1.6 THP 220 Access	£16945	91	95	15
1.6 HDi 92 Active	£18645	91	95	15
1.6 Blue HDi 120 Active	£19845	118	82	15
1.6 Blue HDi 120 Allure	£21045	118	84	18
1.6 HDi 115 Active	£19445	113	95	18
1.6 HDi 115 Allure	£20645	113	100	18
1.6 HDi 115 GT Line	£22195	113	100	18
2.0 Blue HDi 150 Allure	£21945	148	97	26
2.0 Blue HDi 150 GT Line	£23495	148	97	26
2.0 Blue HDi 180 GT	£25945	178	103	29
308 SW 5dr estate Thoughtfully developed and very well appointed but still no class leader ★★★★★				
1.2 PureTech 110 Access	£17145	108	103	13
1.2 PureTech 110 Active	£18845	108	103	13
1.2 PureTech 110 Allure	£20045	81	111	13
1.2 PureTech 130 Active	£19595	128	109	14
1.2 PureTech 130 Allure	£20795	128	115	15
1.6 BlueHDi 120 Active	£20745	118	85	20
1.6 BlueHDi 120 Allure	£21945	118	88	21
1.6 HDi 115 Active	£20345	113	95	18
1.6 HDi 115 Allure	£21545	113	100	18
1.6 HDi 92 Access	£17845	91	99	15
1.6 HDi 92 Active	£19545	91	99	15
1.2 PureTech 130 GT Line	£22345	128	115	16
1.6 HDi 115 GT Line	£23095	113	100	18
2.0 BlueHDi 150 Allure	£22845	148	105	24
2.0 BlueHDi 150 GT Line	£24395	148	105	26
2.0 BlueHDi 180 GT	£26845	178	107	29
508 4dr saloon Competent and likeable package, although lacks any real spark ★★★★★				
2.2 HDi 200 GT	£30645	201	140	37
1.6 e-HDi 115 Active Nav	£22195	113	109	24
1.6 e-HDi 115 Allure Nav	£24295	113	111	25
2.0 HDi 140 Active Nav	£22595	140	115	27
2.0 HDi 140 Allure Nav	£24695	140	119	28
2.0 BlueHDi 150 Allure Nav	£25795	148	101	30
2.0 HDi 163 Allure Nav auto	£26595	161	140	30
2.0 HDi Hybrid4 Allure Nav	£31995	200	91	36
508 SW 5dr estate As good as saloon, only better looking ★★★★★				
1.6 e-HDi 115 Active Nav	£23395	113	110	24
1.6 e-HDi 115 Allure Nav	£25695	113	112	25
2.0 BlueHDi 150 Allure Nav	£27195	148	102	30
2.0 HDi 140 Active Nav	£23795	140	120	27
2.0 HDi 140 Allure Nav	£26095	140	125	28
2.0 HDi 163 Allure Nav auto	£27995	161	144	30
2.2 HDi 200 GT	£32045	201	144	37
2008 5dr hatch Efficient and well-mannered but short on space and style ★★★★★				
1.2 VTI 82 Access +	£13195	81	114	10
1.2 VTI 82 Active	£14295	81	114	11
1.2 VTI 82 Allure	£15595	81	114	11
1.6 VTI 120 Allure	£16750	118	135	20
1.6 VTI 120 Felina Calima	£18150	118	135	19
1.6 VTI 120 Felina Mistral S-S	£18450	118	135	19
1.4 HDi 70 Access +	£14495	67	104	10
1.4 HDi 70 Active	£15595	67	104	10
1.6 e-HDi 92 Active S-S	£16245	91	103	17
1.6 e-HDi 92 Active EGC S-S	£16845	91	98	17
1.6 e-HDi 92 Allure S-S	£17745	91	103	18
1.6 e-HDi 92 Felina Calima	£19145	91	103	17
1.6 e-HDi 92 Felina Mistral	£19445	91	103	17
1.6 e-HDi 115 Allure S-S	£18345	113	105	20
1.6 e-HDi 115 Felina Calima SS	£19745	113	105	20
1.6 e-HDi 115 Felina Mistral S	£20045	113	105	20
3008 5dr mpv Good handling and flexible cabin. Split tailgate a useful touch ★★★★★				
2.0 HDi 163 Allure Au	£25050	161	145	23
1.6 VTI 120 Access	£17550	118	155	17
1.6 VTI 120 Active	£19250	118	155	17
1.6 VTI 120 Allure	£21200	118	155	17
1.6 THP 156 Allure	£22050	154	154	23
1.6 HDi 115 Access	£19345	113	125	18
1.6 HDi 115 Active	£20795	113	125	18
1.6 HDi 115 Allure	£22745	113	127	18
1.6 e-HDi 115 Access EGC	£20195	113	110	18
1.6 e-HDi 115 Active EGC	£22145	113	110	18
2.0 HDi FAP 150 Allure	£23595	113	112	17
2.0 HDi FAP 150 Active	£21900	148	139	24
2.0 HDi FAP 150 Allure	£23850	148	139	24
2.0 HDi Hybrid 4 Active	£27245	197	85	30
2.0 HDi Hybrid 4 Allure	£28245	197	99	31
5008 5dr mpv Well resolved ride and handling with a useful 7-seat interior ★★★★★				
1.6 VTI 120 Access	£19350	118	159	13
1.6 VTI 120 Active	£21100	118	159	15
1.6 THP 156 Allure	£23750	154	163	19
1.6 e-HDi 115 Access EGC	£21895	113	113	16
1.6 e-HDi 115 Active EGC	£23495	113	123	17
1.6 e-HDi 115 Allure EGC	£25295	113	126	16
1.6 HDi 115 Access	£221045	113	124	16
1.6 HDi 115 Active	£22745	113	128	17
1.6 HDi 115 Allure	£24550	113	135	16
2.0 HDi 150 Allure	£23750	148	138	20
2.0 HDi 163 Active auto	£24950	161	149	20
2.0 HDi 150 Allure	£25550	148	140	20
2.0 HDi 163 Allure auto	£26750	161	149	21
RCZ 2dr coupé Classy, interesting, fun coupe. Peugeot's got its mojo back ★★★★★				
1.6 THP 156 Sport	£22350	154	149	27
1.6 THP 156 GT	£24750	154	149	28
1.6 THP 200 GT	£27150	197	155	34
1.6 THP 270 R	£32250	266	145	42
2.0 HDi 163 Sport	£24200	161	130	29
2.0 HDi 163 GT	£26600	161	130	30
PORSCHE				
BOXSTER 2dr open Honed, toned and cosmetically enhanced. Scarily brilliant ★★★★★				
2.7	£40098	261	195	40
3.4 S	£48553	311	211	43
3.4 GT3	£54567	326	211	44
CAYMAN 2dr coupé Roof seals the deal. A five-star car by any measure ★★★★★				
2.7	£40239	271	195	37
3.4 S	£49478	320	211	41
3.4 GT3	£56092	335	211	43
911 2dr coupé The best just got better. Still more than worthy of its iconic status ★★★★★				
3.4 Carrera	£74204	345	211	46
3.4 Carrera 4	£79060	345	218	46
3.8 Carrera S	£84240	395	223	47
3.8 Carrera 4S	£89325	395	233	48
3.8 Turbo	£121523	514	227	48
3.8 Turbo S	£143045	552	227	48
3.8 GT3	£101695	468	289	48
911 CARRIOLET 2dr open The best just got better. Still more than worthy of its iconic status ★★★★★				
3.4 Carrera	£82864	345	216	49
3.8 Carrera S	£93129	395	228	50
3.4 Carrera 4	£87720	345	223	49
3.4 Targa 4	£87720	345	223	49
3.8 Carrera 4S	£97985	395	235	50
3.8 Targa 4S	£97985	395	237	50
3.8 Turbo	£130148	513	231	50
3.8 Turbo S	£151782	552	231	50
918 SPYDER 2dr open Porsche's hybrid hypercar. A rare and hugely fast new five-star model ★★★★★				
4.6 V8	£657400	875	70	50
MACAN 5dr 4x4 Spookily good handling. A sports utility vehicle in the purest sense ★★★★★				
2.0	£41928	234	175	-
3.0 V6 S	£45345	336	212	40
3.6 V6 Turbo	£61689	395	216	44
3.0 V6 S Diesel	£44871	254		

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3.2013>



RBP815
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5DR HATCH (RIBBED)
1.2015>

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RBP4599
(BRUSHED
ALLOY LOOK)
CLIO MK4 5DR
11.2012>



RBP4596
ASX (RIBBED)
11.2012>

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car. Incredibly easy to fit. An excellent accessory! Thank you Rearguards!" **Mr D.R. Ford Kuga**

"I was pleased to receive my Rearguard so quickly because my Ford Kuga's rear bumper was recently badly scratched and damaged in a car park (by a hit and run driver). To replace it would cost £100s. Rearguards cover up all the damage. It looks part of the



"Every VW driver should have RGM Rearguards to protect their painted rear bumper."

Neil Birkitt, Editor, VW Driver Magazine



"Just taken delivery and fitted Rearguards to my C3 Picasso. Brilliant! It took me about two minutes and it fits perfectly."

Mr B.Stevens. C3 Picasso



"Just fitted Rearguard which arrived today for my Sandero Stepway. Absolutely brilliant. Blends in so well with rest of car's trims."

Mr D.F. Dacia Sandero Stepway



Mr R.J. VW Golf Mk7

"Thanks for sending the carbon-look Rearguard for my Mk7 Golf. It's fabulous - it does exactly what I needed, as the sill is particularly prone to damage. I don't understand why manufacturers don't fit something like it as standard equipment."



Mr M.R. BMW 525 SE

"Today I received my Rearguard for my 2011 BMW 525 SE and I'd like to say a Big Thank You. It covers the scratches on top of the bumper and it makes the rear of my car look even more upmarket. The Lady I ordered it from on the Phone was Extremely Helpful and Friendly, a credit to your company. Now I've fitted Rearguards it makes me wonder why they're not standard on all new cars. You have a great Product and I wish you every Success for the Future."

If you'd like a free brochure, just ask. If you place an order and you would like us to fit your Rearguard, pop in and we'll do it for free. If your car's not on our list, call us and we might make one especially for you!

Models recently added:

- Honda Civic Tourer • Vauxhall Corsa • Mercedes C-Class Saloon
- Skoda Fabia/Fabia Estate • Skoda Octavia Scout • Ford Focus
- Porsche Cayenne/Macan • VW Passat Variant

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.2 TDI 75 S A-C Ecomotive	£14380	74	92	7
1.2 TDI 75 SE Ecomotive	£14910	74	92	7
1.6 TDI 105 SE	£15460	104	112	14
1.6 TDI 105 FR	£16460	104	112	14
2.0 TDI 143 FR	£17635	141	123	22
IBIZA 5dr estate Rivals are more practical but Ibiza is fun	★★★★☆			
1.2 70 S A-C	£12660	69	128	5
1.4 85 SE	£13795	84	139	9
1.4 85 Toca	£14120	84	139	11
1.2 TSI 105 SE DSG	£15435	103	124	12
1.2 TSI 105 FR	£15440	103	119	12
1.4 TSI 140 ACT FR	£16745	138	109	21
1.2 TDI 75 S A-C	£14555	74	105	7
1.2 TDI 75 S A-C Ecomotive	£15080	74	92	7
1.2 TDI 75 SE Ecomotive	£15610	74	92	7
1.6 TDI 105 SE	£16160	104	112	14
1.6 TDI 105 FR	£17160	104	112	14
TOLEDO 5dr hatch Makes practical sense, but leaves no other lasting impression	★★★★☆			
1.2 TSI 85 S	£14265	84	119	10
1.2 TSI 105 S	£15295	104	116	13
1.2 TSI 105 SE	£16155	104	118	14
1.4 TSI 122 SE DSG	£17655	120	134	17
1.6 TDI 105 CR S Ecomotive	£17150	104	104	15
1.6 TDI 105 CR SE Ecomotive	£18780	104	106	15
LEON 3dr hatch Sharp looks and handling. Back from the Golf's quality, but good value	★★★★☆			
1.6 TDI 110 SE Ecomotive	£19625	108	87	14
1.2 TSI 110 S	£15815	108	114	13
1.2 TSI 110 SE	£16935	108	114	13
1.4 TSI 125 SE	£17535	123	120	16
1.4 TSI 150 FR	£19700	148	109	20
1.8 TSI 180 FR	£20740	178	137	25
2.0 TSI 265 Cupra	£25960	261	154	32
2.0 TSI 280 Cupra	£27210	276	154	32
1.6 TDI CR 105 S	£17515	104	99	13
1.6 TDI CR 105 SE	£18635	104	99	13
2.0 TDI CR 150 SE	£19985	148	106	19
2.0 TDI CR 150 FR	£21530	148	106	19
2.0 TDI CR 184 FR	£22520	181	109	26
LEON 5dr hatch Sharp looks and handling. Back from the Golf's quality, but good value	★★★★☆			
1.6 TDI 110 SE Ecomotive	£19925	108	87	14
1.2 TSI 110 S	£16115	108	114	13
1.2 TSI 110 SE	£17235	108	114	13
1.4 TSI 125 SE	£17835	123	120	16
1.4 TSI 150 FR	£20000	148	109	20
1.8 TSI 180 FR	£21040	178	137	25
2.0 TDI CR 184 FR	£22820	181	109	26
2.0 TSI 280 Cupra	£27510	276	154	32
1.6 TDI CR 105 S	£17815	104	99	13
1.6 TDI CR 105 SE	£18935	104	99	13
2.0 TDI CR 150 SE	£20285	148	106	19
2.0 TDI CR 150 FR	£21830	148	106	19
LEON 5dr estate Sharp looks and handling. Back from the Golf's quality, but good value	★★★★☆			
1.2 TSI 105 S	£16675	104	114	12
1.2 TSI 105 SE	£17795	104	114	13
1.4 TSI 140 FR	£20390	138	122	18
1.4 TSI 140 SE	£18845	138	122	17
1.6 TDI 110 SE Ecomotive	£20920	108	87	14
1.6 TDI CR 105 S	£18810	104	99	13
1.6 TDI CR 105 SE	£19930	104	99	13
1.8 TSI 180 FR	£22205	178	137	25
2.0 TDI CR 150 FR	£22825	148	106	20
2.0 TDI CR 150 SE	£21280	148	106	19
2.0 TDI CR 184 FR	£23815	181	112	26
2.0 TDI 150 SE X-Perience	£24385	148	129	19
2.0 TDI 150 SE Tech X-Perience	£26370	148	129	20
2.0 TDI 184 SE Tech X-Perience	£28870	181	129	23
ALTEA 5dr hatch Short on interior flexibility and visibility. Well-judged drive	★★★★☆			
1.6 TDI 105 i-Tech Ecomotive	£15445	103	119	14
2.0 TDI 140 i-Tech	£16245	138	129	19
1.6 TDI 105 i-Tech Ecomotive	£16165	103	119	13
2.0 TDI 140 i-Tech	£16965	138	129	19
ALHAMBRA 5dr mpv Practical, refined and good value. Not exciting	★★★★☆			
2.0 TDI 140 Ecomotive S	£25630	138	146	18
2.0 TDI 140 Ecomotive SE	£27510	138	146	18
2.0 TDI 140 Ecomotive i-TECH	£28330	138	146	18
2.0 TDI 140 Eco SE Lux	£30900	138	146	18
2.0 TDI 177 SE	£28750	138	152	22
2.0 TDI 177 SE Lux	£32420	138	152	22
SKODA				
CTIGO 3dr hatch The VW Up in entry-level Skoda format	★★★★☆			
1.0 60 S	£8275	59	105	1
1.0 60 SE	£9135	59	105	1
1.0 60 Monte Carlo	£10670	59	105	2
1.0 60 GreenTech SE	£9495	59	95	1
1.0 60 GreenTech Eleg.	£10010	59	95	1
1.0 75 GreenTech Eleg.	£10400	74	98	2
CTIGO 5dr hatch The VW Up in entry-level Skoda format	★★★★☆			
1.0 60 S	£8625	59	105	1
1.0 60 SE	£9485	59	105	1
1.0 60 Monte Carlo	£11020	59	105	2
1.0 60 GreenTech SE	£9845	59	95	1
1.0 60 GreenTech Eleg.	£10360	59	95	1
1.0 75 GreenTech Eleg.	£10750	74	98	2
FABIA 5dr hatch Straight-laced for a supermini, but as likeable an all-rounder as you'll find	★★★★☆			
1.0 60 S	£10600	59	106	2
1.0 75 S	£11460	74	108	4
1.0 75 SE	£12820	74	108	3
1.0 75 SE L	£13610	74	108	3
1.2 TSI 90 SE	£13450	89	107	8
1.2 TSI 90 SE L	£14240	89	107	8
1.2 TSI 110 S DSG	£13740	108	109	13
1.2 TSI 110 SE	£14100	108	110	12
1.2 TSI 110 SE L	£14980	108	110	12
1.4 TDI 90 S	£14090	89	93	12
1.4 TDI 90 SE	£15450	89	93	10
1.4 TDI 90 SE L	£16240	89	93	11
1.4 TDI 105 SE L	£16840	104	95	12
FABIA 5dr estate				
1.0 75 S	£12460	74	109	4
1.0 75 SE	£13965	74	109	3
1.0 75 SE L	£14755	74	109	3
1.2 TSI 110 S DSG	£14740	108	109	13
1.2 TDI 110 SE	£15245	108	110	12
1.2 TDI 110 SE L	£16035	108	110	12
1.2 TSI 90 SE	£14595	89	107	8
1.2 TSI 105 SE L	£15385	89	107	8
1.4 TDI 105 SE L	£17985	104	97	12
1.4 TDI 90 S	£15090	89	94	10
1.4 TDI 90 SE	£16595	89	94	10
1.4 TDI 90 SE L	£17385	89	94	11
RAPID 5dr hatch				
1.6 TDI 105 SE	£17145	103	114	16
1.6 TDI 105 Eleg.	£17715	103	114	13
1.6 TDI 90 GreenLine	£17975	103	99	13
1.6 TDI 90 GreenTech Eleg.	£17965	103	104	13
1.6 TDI 90 GreenTech SE	£17215	103	104	13
1.6 TDI 90 S	£16015	103	114	13
1.6 TDI 90 SE	£16965	103	114	13
1.2 75 S	£13350	74	137	7
1.2 TSI 86 S	£14140	84	119	10
1.2 TSI 86 SE	£15090	84	119	10
1.2 TSI 86 GreenTech S	£14390	84	114	10
1.2 TSI 86 GreenTech SE	£15340	84	114	10
1.2 TSI 105 SE	£15790	104	125	13
1.2 TSI 105 Eleg.	£16540	104	125	13
1.2 TSI 105 GreenTech SE	£16040	104	118	13
1.2 TSI 105 GreenTech Eleg.	£16790	104	118	13
1.2 TSI 105 Sport	£15840	104	125	15
1.4 TSI 122 SE DSG	£17585	120	134	16
1.4 TSI 122 Eleg. DSG	£18335	120	134	16
1.4 TSI 122 GreenTech SE DSG	£17705	120	127	18
1.4 TSI 122 GreenTech Eleg.	£18455	120	127	18
1.6 TDI 105 S	£16590	103	114	16
1.6 TDI 105 SE	£17540	103	114	15
1.6 TDI 105 Eleg.	£18290	103	114	15
1.6 TDI 105 GreenTech SE	£17790	103	106	15
1.6 TDI 105 GreenTech Eleg.	£18540	103	106	15
RAPID SPACEBACK 5dr estate Estate shape makes most sense of Rapid's skinny body	★★★★☆			
1.2 TSI 105 Eleg.	£16640	104	125	14
1.2 TSI 105 GreenTech Eleg.	£16890	104	118	14
1.2 TSI 105 SE	£16430	104	118	15
1.2 TSI 105 SE	£16180	104	125	14
1.2 TSI 86 GreenTech S	£14750	84	114	12
1.2 TSI 86 GreenTech SE	£15730	84	114	12
1.2 TSI 86 S	£14500	84	119	11
1.2 TSI 86 SE	£15480	84	119	12
1.4 TSI 122 Eleg. DSG	£18445	120	134	18
1.4 TSI 122 GreenTech SE DSG	£18105	120	127	18
1.4 TSI 122 G-Tech Eleg. DS	£18565	120	127	18
1.4 TSI 122 SE DSG	£17985	120	134	17
1.6 TDI 105 Eleg.	£18390	103	114	16
1.6 TDI 105 GreenTech Eleg.	£18640	103	106	16
1.6 TDI 105 GreenTech SE	£18180	103	106	16
1.6 TDI 105 S	£16950	103	114	15
1.6 TDI 105 SE	£17930	103	114	16
1.6 TDI 90 GreenLine	£17355	89	99	14
1.6 TDI 90 GreenTech Eleg.	£17990	89	106	14
1.6 TDI 90 GreenTech SE	£17530	89	106	14
1.6 TDI 90 S	£16300	89	114	13
1.6 TDI 90 SE	£17280	89	114	14
1.6 TDI 90 Eleg.	£17740	89	114	14
OCTAVIA 5dr hatch Extended wheelbase makes the Octavia an even more practical choice	★★★★☆			
1.6 TDI 105 S Business	£19775	104	99	14
1.6 TDI 105 SE	£16525	104	114	13
1.2 TSI 105 SE	£17875	104	114	13
1.4 TSI 140 SE	£19075	138	121	18
1.4 TSI 140 Eleg.	£20775	138	121	19
1.8 TSI 180 Laurin & Klement	£26630	178	135	25
2.0 TSI 220 vRS	£23830	217	142	29
1.6 TDI 105 S	£18575	104	99	13
1.6 TDI 105 SE	£19925	104	99	13
1.6 TDI 105 Eleg.	£21625	104	99	14
1.6 TDI 110 GreenLine	£20225	108	90	15
1.6 TDI 110 SE Business GreenL	£21425	108	90	19
2.0 TDI 150 SE	£20535	148	106	19
2.0 TDI 150 SE Business	£20535	148	106	20
2.0 TDI 150 Eleg.	£22525	148	106	20
2.0 TDI 150 Laurin & Klement	£26465	148	107	22
2.0 TDI 184 vRS	£24075	181	115	26
OCTAVIA 5dr estate Extended wheelbase makes the Octavia an even more practical choice	★★★★☆			
1.6 TDI 105 Eleg. 4x4	£23880	104	119	14
1.6 TDI 105 SE 4x4	£22180	104	119	13
1.6 TDI 105 SE Business	£20580	104	99	13
1.6 TDI 110 GreenLine	£21425	108	90	15
1.6 TDI 110 SE Business G-line	£21425	108	90	19
2.0 TDI 150 Eleg. 4x4	£24780	148	124	20
2.0 TDI 150 SE 4x4	£23185	148	120	19
2.0 TDI 150 SE Business	£21735	148	106	19
2.0 TDI 150 SE Eleg.	£17330	104	117	13
1.2 TSI 105 S	£18680	104	117	13
1.4 TSI 140 SE	£19880	138	121	18
1.4 TSI 140 Eleg.	£21580	138	121	19
1.8 TSI 180 Laurin & Klement	£27830	178	136	25
2.0 TSI 220 vRS	£25030	217	142	29
1.6 TDI 105 S	£19380	104	99	13
1.6 TDI 105 SE	£20730	104	99	13
1.6 TDI 105 Eleg.	£22430	104	99	14
2.0 TDI 150 SE	£21735	148	106	19
2.0 TDI 150 Scout 4x4	£25405	148	125	-
2.0 TDI 150 Eleg.	£23330	148	110	20
2.0 TDI 150 Laurin & Klement	£27665	148	107	22
2.0 TDI 150 Laurin Klement 4x4	£29115	148	122	21
2.0 TDI 184 Scout 4x4	£28200	181	129	-
2.0 TDI 184 vRS	£25275	181	117	26
ROOMSTER 5dr mpv Quirky looks, talented package, awkward image	★★★★☆			
1.2 S	£12105	69	143	5
1.2 SE	£13575	69	143	6
1.2 TSI 85 S	£12750	84	134	9
1.2 TSI 85 SE	£14135	84	134	9
1.2 TSI 85 Scout	£14685	84	134	9
1.2 TSI 105 S auto	£14185	104	134	12
1.2 TSI 105 SE	£14800	104	134	12
1.2 TSI 105 Scout	£15350	104	134	12
1.2 TDI 75 Greenline II	£16325	74	109</	

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group		
2.2 D-CAT 150i Excel	£26600	148	167	26	1.4i 90i Design	£11425	89	121	-	1.6i VVT 115i Elite	£22295	114	149	12	2.0 CDTi 170i Energy	£23704	168	114	20		
AVENSIS TOURER 5dr estate Nothing wrong, but nothing exceptional. Good spec	★★★★☆	£18750	145	153	1.4i 90i Easytronic Design	£12080	89	119	-	1.6i VVT Tech Line	£18505	114	149	12	2.0 CDTi 170i SRI	£22134	168	114	20		
1.8 V-matic Active	★★★★☆	£21350	145	153	1.4i 90i SRI	£12120	89	121	-	2.0 CDTi 165i Elite S-S	£25275	162	124	20	2.0 CDTi 170i SRI-VX-Line	£23354	168	114	20		
1.8 V-matic Icon+	★★★★☆	£24300	145	153	1.4i 90i SRI-VX-Line	£13155	89	121	-	2.0 CDTi 165i Tech Line S-S	£21015	162	124	20	2.0 CDTi 170i Tech Line	£22420	168	114	20		
2.0 D-40 Active	★★★★☆	£19745	124	120	1.4i 90i SE	£12765	89	121	-	1.6i VVT SRI	£20600	114	149	12	2.0 CDTi 170i SE	£22134	168	114	20		
2.0 D-40 Icon	★★★★☆	£22345	124	120	1.4i 100 Turbo SRI	£12775	99	119	10	2.0 CDTi 165i SRI S-S	£23840	162	124	21	2.0 CDTi 170i Tech Line	£22984	168	114	20		
2.0 D-40 Icon+	★★★★☆	£25295	124	120	1.4i 100 Turbo SRI-VX-Line	£13810	99	119	10	2.0 CDTi 195i Biturbo S-S	£25220	192	134	21	2.0 CDTi 170i Elite	£24514	168	114	20		
2.2 D-40 150i Icon	★★★★☆	£26145	124	119	1.3 CDTi 75 S-S Life	£13330	74	99	6	ASTRA GTC 3dr coupé Good looking three-door hatch with the dynamics to match	★★★★☆	£25364	168	114	20	MOKKA 5dr hatch Compact and competent, but short on persuasive quality	★★★★☆	£24954	192	125	24
2.2 D-40 150i Icon+	★★★★☆	£26300	148	147	1.3 CDTi 75 S-S Design	£13330	74	99	-	1.4T 16v 140 Sport auto	£21570	118	159	16	1.6i 115 Tech Line S-S	£16474	114	153	5		
2.2 D-40 150i Excel	★★★★☆	£27150	148	149	1.3 CDTi 75 S-S SRI	£14025	74	99	-	1.4T 16v 140 SRI auto	£22795	118	159	16	1.6i 115 Exclusiv S-S	£18539	114	153	6		
2.2 D-CAT 150i Icon+	★★★★☆	£24450	148	170	1.3 CDTi 95 S-S SRI	£15060	74	99	-	1.6T 200 Sport S-S	£21595	202	168	25	1.6i 115 SE S-S	£21039	114	153	7		
2.2 D-CAT 150i Excel	★★★★☆	£27405	148	170	1.3 CDTi 95 S-S SRI-VX-Line	£14670	74	99	-	1.6T 200 SRI S-S	£22820	202	168	25	1.4T 140 Tech Line 2WD S-S	£17214	138	139	11		
2.2 D-CAT 150i Excel	★★★★☆	£28250	148	173	1.3 CDTi 95 S-S SRI	£14525	94	85	9	2.0 CDTi 165i Sport auto	£23780	163	149	20	1.4T 140 Tech Line 4x4 S-S	£18774	138	149	11		
VERSO 5dr mpv Ride is firm and boot space limited with all seats in use	★★★★☆	£17770	130	157	1.3 CDTi 95 S-S SRI	£15560	94	85	-	2.0 CDTi 165i SRI auto	£25005	163	149	20	1.4T 140 Exclusiv 2WD S-S	£19214	138	139	12		
1.6 V-matic Active Sst	★★★★☆	£18300	130	157	1.3 CDTi 95 S-S SRI	£15170	94	85	-	2.0 CDTi 165i Tech Line S-S	£19355	118	139	13	1.4T 140 Exclusiv 4x4 S-S	£20934	138	149	12		
1.6 V-matic Active 7st	★★★★☆	£20300	130	157	1.3 CDTi 95 S-S SRI	£15170	94	85	-	2.0 CDTi 165i Sport S-S	£20245	138	139	16	1.4T 140 SE 2WD S-S	£21714	138	139	13		
1.8 V-matic Icon M'Drive 7st	★★★★☆	£24450	148	170	1.3 CDTi 95 S-S SRI	£15170	94	85	-	1.4T 16v 120 Sport S-S	£21070	118	139	14	1.4T 140 SE 4x4 S-S	£23434	138	149	13		
1.8 V-matic Excel M'Drive 7st	★★★★☆	£24450	148	170	1.3 CDTi 95 S-S SRI	£15170	94	85	-	1.4T 16v 140 Sport S-S	£21470	138	139	16	1.7 CDTi 130i Tech Line S-S	£18224	129	120	12		
1.6 D-40 Active	★★★★☆	£19990	122	119	CORSA 5dr hatch Very refined, stylish and practical.	★★★★☆	£1680	69	126	2.0 CDTi 165i Tech Line S-S	£23780	163	149	20	1.7 CDTi 130i Exclusiv S-S	£20224	129	120	13		
1.6 D-40 Icon	★★★★☆	£22995	122	119	Engines not so good	★★★★☆	£1680	69	126	2.0 CDTi 165i SRI	£25005	163	149	20	1.7 CDTi 130i Tech Line 4x4 S-S	£19924	129	120	12		
LAND CRUISER V8 5dr 4x4 A dinosaur, but likeable. Pricy to buy and run	★★★★☆	£65725	286	250	1.0i 90 S-S Design	£13510	89	102	9	CASCADA 2dr open Comfortable and credible alternative to the usual ragtops	★★★★☆	£29510	202	168	24	2.2 CDTi 163 SE Nav 4x4 S-S	£22620	161	177	25	
LAND CRUISER 3dr 4x4 A real go-anywhere vehicle.	★★★★☆	£32765	185	214	1.0i 90 S-S SRI	£14205	89	102	9	1.6T 200 200 Elite	£26615	202	168	24	2.2 CDTi 163 SE Nav 4x4 S-S	£22620	161	177	25		
LAND CRUISER 5dr 4x4 A real go-anywhere vehicle.	★★★★☆	£32765	185	214	1.0i 90 S-S SRI	£14205	89	102	9	1.6T 200 SE S-S	£24500	138	148	20	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
GT86 2dr coupé A tail-out tribute to all our favourite things. Splendid. Cheaper now, too	★★★★☆	£37015	187	213	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i Elite S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
2.0 Primo	★★★★☆	£23000	197	180	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
2.0 G86	★★★★☆	£25000	197	180	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
2.0 Aero	★★★★☆	£27500	197	180	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
2.0 Giallo	★★★★☆	£27500	197	180	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
2.0 G86 auto	★★★★☆	£25995	197	164	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
Vauxhall					1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
VIVA 5dr hatch Comfortable and spacious, although class leaders are sweeter to drive	★★★★☆	£8665	73	99	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
1.0 Ecoflex SE A-C	★★★★☆	£8490	73	104	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
1.0 SE	★★★★☆	£7995	73	104	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
1.0 Ecoflex SE	★★★★☆	£8170	73	99	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
1.0 SL	★★★★☆	£9495	73	104	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
ADAM 3dr hatch Certainly looks the part, but there are better superminis ahead of it	★★★★☆	£13630	113	114	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
1.0 S-S Jam	★★★★☆	£15000	113	114	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
1.0 S-S Glam	★★★★☆	£15500	113	114	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
1.0 S-S Glam	★★★★☆	£15500	113	114	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
1.0 S-S Rocks Air	★★★★☆	£16995	113	119	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
1.2 Jam	★★★★☆	£11630	69	124	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
1.2 Jam S-S	★★★★☆	£11925	69	118	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
1.2 Glam	★★★★☆	£13000	69	124	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
1.2 Glam S-S	★★★★☆	£13295	69	118	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
1.2 Glam	★★★★☆	£13500	69	124	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
1.2 Glam S-S	★★★★☆	£13795	69	118	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
1.4 87 Jam	★★★★☆	£11955	86	129	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
1.4 87 Glam	★★★★☆	£13325	86	129	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
1.4 87 Jam	★★★★☆	£13825	86	129	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
1.4 100 Jam	★★★★☆	£12480	99	129	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
1.4 100 Jam S-S	★★★★☆	£12775	99	119	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
1.4 100 Glam	★★★★☆	£13850	99	129	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
1.4 100 Glam S-S	★★★★☆	£14145	99	119	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
1.4 100 Glam	★★★★☆	£14350	99	129	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
1.4 100 Glam S-S	★★★★☆	£14645	99	119	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
1.4T 150 Grand Slam	★★★★☆	£16995	148	139	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
CORSA 3dr hatch Very refined, stylish and practical.	★★★★☆	£12910	89	102	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
1.0i 90 S-S SRI	★★★★☆	£13605	89	102	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
1.0i 90 S-S SRI	★★★★☆	£14250	89	102	1.0i 90 S-S SRI	£14205	89	102	9	1.4T 140i SE S-S	£27875	138	148	21	2.2 CDTi 163 Diamond S-S	£22200	161	177	25		
1.0i 115 S-S SRI	★★★★☆</																				

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0 TSI 220 Sport	£23755	217	150	27
2.0 TDI 110	£18100	108	112	13
2.0 TDI 110 Design	£20475	108	112	13
2.0 TDI 150 Design	£21175	148	119	20
2.0 TDI 150 Sport	£22995	148	119	21
BEETLE 2dr open Huge improvement, but Golf underneath is superior				
1.2 TSI 105	£19230	104	129	15
1.2 TSI 105 Design	£21625	104	129	16
1.4 TSI 150 Design	£23515	148	138	22
1.4 TSI 150 Sport	£25115	148	138	22
2.0 TDI 110	£21040	108	115	15
2.0 TDI 110 Design	£23415	108	115	16
2.0 TDI 150 Design	£24245	148	120	23
2.0 TDI 150 Sport	£25845	148	120	23
2.0 TSI 220 Sport	£26345	217	154	29
CC 4dr saloon Loses a name and adds some flair, but never compels				
1.4 TSI 160 BMT	£25050	158	144	27
2.0 TDI 177 BMT GT	£29820	177	120	27
2.0 TSI 210 GT	£29285	208	169	29
2.0 TSI 210 R-Line	£29935	208	169	29
2.0 TDI 140 BMT	£26115	138	119	23
2.0 TDI 140 BMT GT	£27695	138	119	24
2.0 TDI 177 BMT R-Line	£30470	177	120	28
EOS 2dr cc Pleasant and predictable drive. Feeling odd now				
1.4 TSI 160 Sport	£27610	158	157	24
2.0 TSI 210 Sport	£29610	208	165	30
2.0 TDI Blue Tech Sp.	£28185	138	125	23
2.0 TDI Blue Tech Exec.	£31325	138	125	23
SCIROCCO 3dr coupé A complete coupe.				
Entertaining, practical and stylish				
1.4 TSI 125	£20735	123	125	22
1.4 TSI 125 GT	£22585	123	125	23
2.0 TSI 180	£22790	178	142	31
2.0 TSI 220 GT	£26125	217	142	37
2.0 TSI 220 R-line	£28195	217	139	37
2.0 TSI 280 R	£32580	276	187	42
2.0 TDI 150	£23455	148	109	27
2.0 TDI 150 GT	£25305	148	109	28
2.0 TDI 150 R-line	£27375	148	109	28
2.0 TDI 184 GT	£26305	181	115	31
2.0 TDI 184 R-line	£28375	181	115	31
PASSAT 4dr saloon Supremely well-executed family-sized prospect				
1.6 TDI 120 S	£22320	118	105	15
1.6 TDI 120 SE	£23460	118	105	15
1.6 TDI 120 SE Business	£24115	118	105	16
1.6 TDI 120 GT	£25420	118	109	13
2.0 TDI 150 S	£23445	148	106	21
2.0 TDI 150 SE	£24585	148	106	19
2.0 TDI 150 SE Business	£25240	148	106	19
2.0 TDI 150 GT	£26545	148	109	19
2.0 TDI 150 R-line	£27540	148	109	19
2.0 TDI SCR 190 GT	£27895	187	107	22
2.0 TDI SCR 190 R-line	£28890	187	107	23
2.0 TDI 240 BITDI SCR GT	£34625	237	139	28
2.0 TDI 240 BITDI SCR R-line	£35620	237	139	28
PASSAT 5dr estate Supremely well-executed family-sized prospect				
1.6 TDI 120 GT	£26970	118	110	13
1.6 TDI 120 S	£23870	118	107	15
1.6 TDI 120 SE	£25010	118	107	12
1.6 TDI 120 SE Business	£25665	118	107	12
2.0 TDI 150 GT	£28095	148	110	19
2.0 TDI 150 R-line	£29090	148	110	19
2.0 TDI 150 S	£24995	148	107	21
2.0 TDI 150 SE	£26135	148	107	19
2.0 TDI 150 SE Business	£26790	148	107	19
2.0 TDI 190 SCR GT	£29445	187	110	23
2.0 TDI 190 SCR R-line	£30440	187	110	22
2.0 TDI 240 BITDI SCR GT	£36175	237	140	28
2.0 TDI 240 BITDI SCR R-line	£37170	237	140	28
PHAEON 4dr saloon Big VW feels old now, and struggles to justify its price				
3.0 V6 TDI 240 SWB	£55550	236	224	45
3.0 V6 TDI 240 LWB	£58110	236	224	45
TOURAN 5dr mpv Good chassis but little inspiration.				
Bland appearance	★★★★★			
2.0 TDI 177 Sport	£28500	177	150	24
1.2 TSI 105 S	£19940	104	149	12
1.4 TSI 140 SE	£23750	138	159	18
1.6 TDI 105 Blue Tech S	£21750	104	121	14
1.6 TDI 105 Blue Tech SE	£23855	104	121	14
2.0 TDI 140 Blue Tech SE	£25620	138	127	19
2.0 TDI 140 Blue Tech Sp.	£27080	138	127	19
SHARAN 5dr mpv Refined, flexible big MPV. Seat version is cheaper				
2.0 TDI 177 SE	£30730	177	152	23
2.0 TDI 177 SEL	£33630	177	152	23
1.4 TSI 150 S	£25500	148	167	16
1.4 TSI 150 SE	£27810	148	167	16
2.0 TSI 200 SEL DSG	£33955	197	198	25
2.0 TDI 115 S	£26065	113	146	14
2.0 TDI 140 S	£26815	138	146	18
2.0 TDI 140 SE	£29125	138	146	18
2.0 TDI 140 SEL	£32025	138	146	18
2.0 TDI 140 Exec	£32275	138	146	18
TIGUAN 5dr 4x4 Dull but capable soft roader. Pricey, but good ride and handling				
1.4 TSI 160 BMT Match 2WD	£23955	158	156	21
2.0 TSI 210 R-line 4WD	£23650	158	178	18
2.0 TDI 140 BMT Match 2WD	£25150	138	138	18
2.0 TDI 140 BMT Match 4WD	£26920	138	150	19
2.0 TDI 177 BMT Match 4WD	£27925	175	151	23
2.0 TSI 180 Match 4WD	£26485	178	198	24
1.4 TSI 160 Blue Tech S	£21960	158	156	18
1.4 TSI 160 S 4WD	£23650	158	178	18
2.0 TSI 210 R-line 4WD	£29180	208	199	22
2.0 TDI 110 BMT S 2WD	£22605	109	138	14
2.0 TDI 140 BMT S 2WD	£23155	138	138	17
2.0 TDI 140 BMT S 4WD	£24925	138	150	17
2.0 TDI 140 BMT Escape 4WD	£27610	138	150	18
2.0 TDI 140 BMT R-line 4WD	£28750	138	150	18
2.0 TDI 177 BMT R-line 4WD	£29755	175	151	23
TOUAREG 5dr 4x4 Good value, and a great blend of comfort and deftness				
3.0 V6 TDI 204 SE	£43605	204	173	39
3.0 V6 TDI 204 R-line	£46605	204	173	40
3.0 V6 TDI 262 SE	£45405	258	174	42
3.0 V6 TDI 262 R-line	£48405	258	174	42
3.0 V6 TDI 262 Escape	£45605	258	180	42
CARAVELLE 5dr mpv Rugged workhorse to carry people				
2.0 TDI 140 SE SWB	£36006	138	189	25
2.0 TDI 140 SE 4Mot. SWB	£38484	138	206	26
2.0 TDI 140 SE LWB	£38190	138	206	26
2.0 TDI 140 Exec SWB	£38856	138	206	26
2.0 TDI 140 Exec. 4Mot. SWB	£41304	138	206	26
2.0 BITDI 180 SE SWB	£38070	177	192	29
2.0 BITDI 180 SE 4M SWB	£40926	177	208	31
2.0 BITDI 180 SE LWB	£40254	177	192	30
2.0 BITDI 180 Exec SWB	£40920	177	192	30
2.0 BITDI 180 Exec DSG	£42840	177	199	30
2.0 BITDI 180 Business SWB DSG	£66822	177	214	38
2.0BITDI180 Bus. 4Mot.SWBDSG	£71553	177	232	39
2.0 BITDI 180 Exec. 4M SWB	£43776	177	208	31
VOLVO				
V40 5dr hatch New hatchback adds Swedish flavour to stock Ford platform				
1.6 T2 120 ES	£19195	118	124	19
1.6 T2 120 ES Nav	£19995	118	124	19
1.6 T2 120 SE	£20720	118	124	19
1.6 T2 120 SE Nav	£21520	118	124	19
1.6 T2 120 SE Lux Nav	£23520	118	124	20
1.6 T2 120 R-Design	£21495	118	124	19
1.6 T2 120 R-Design Nav	£22295	118	124	19
1.6 T2 120 R-Design Lux Nav	£23970	118	124	21
1.6 T3 150 ES	£20945	148	124	20
1.6 T3 150 ES Nav	£21945	148	124	20
1.6 T3 150 SE	£22670	148	124	21
1.6 T3 150 SE Nav	£23470	148	124	21
1.6 T3 150 SE Lux Nav	£25470	148	124	22
1.6 T3 150 R-Design	£23445	148	124	20
1.6 T3 150 R-Design Nav	£24245	148	124	21
1.6 T3 150 R-Design Lux Nav	£25920	148	124	22
1.6 T4 180 SE Lux Nav	£26970	177	129	26
1.6 T4 180 R-Design Lux Nav	£27420	177	129	26
2.5 T5 254 R-Country Lux Nav	£27970	177	129	24
2.5 T5 254 R-Country Lux Nav	£31700	251	189	35
2.5 T5 254 C-City Lux Nav AWD	£34100	251	194	30
1.6 D2 115 ES	£22195	113	88	17
1.6 D2 115 ES Nav	£21995	113	88	17
1.6 D2 115 SE	£22720	113	88	17
1.6 D2 115 SE Nav	£23520	113	88	17
1.6 D2 115 SE Lux	£24250	113	88	17
1.6 D2 115 SE Lux Nav	£25250	113	88	18
1.6 D2 115 R-Design	£23295	113	88	17
1.6 D2 115 R-Design Nav	£24295	113	88	17
1.6 D2 115 R-Design Lux Nav	£25970	113	88	18
1.6 D2 115 C-Country SE				
1.6 D2 115 C-Country SE Nav	£24520	113	99	16
1.6 D2 115 C-Country SE Lux	£25520	113	97	17
1.6 D2 115 C-Country Lux Nav	£26250	113	97	17
2.0 D3 150 SE	£23770	148	114	22
2.0 D3 150 SE Nav	£24570	148	114	22
2.0 D3 150 SE Lux Nav				
2.0 D3 150 SE Lux Nav	£26570	148	114	23
2.0 D3 150 R-Design	£24545	148	114	21
2.0 D3 150 R-Design Nav	£25345	148	114	22
2.0 D3 150 R-Design Lux Nav	£27020	148	114	23
2.0 D3 150 C-Country SE	£24870	148	117	21
2.0 D3 150 C-Country SE Nav	£25670	148	117	21
2.0 D3 150 C-Country Lux Nav	£27670	148	117	22
2.0 D4 190 SE	£24970	187	99	26
2.0 D4 190 SE Nav	£25770	187	99	26
2.0 D4 190 SE Lux Nav	£27770	187	99	27
2.0 D4 190 R-Design	£25745	187	99	25
2.0 D4 190 R-Design Nav	£26545	187	99	25
2.0 D4 190 R-Design Lux Nav	£28220	187	99	26
2.0 D4 190 C-Country SE Nav	£26870	187	112	24
2.0 D4 190 C-Country Lux Nav	£28770	187	112	24
S60 4dr saloon T6 is rapid, all-weather sports car, if a niche choice				
1.6 D2 R-Design Lux Nav S-S	£31745	113	103	20
1.6 D2 R-Design Lux S-S	£30745	113	103	20
1.6 D2 R-Design Nav S-S	£29245	113	103	19
1.6 D2 R-Design S-S	£28245	113	103	18
1.6 D2 SE Lux Nav S-S	£30045	113	103	19
1.6 D2 SE Lux S-S	£29045	113	103	19
1.6 D2 SE Nav S-S	£27745	113	103	18
1.6 D2 SE S-S	£26745	113	103	18
1.6 T3 R-Design Nav S-S	£28305	148	135	23
1.6 T3 SE Nav S-S	£26805	148	135	23
2.0 D3 R-Design Lux Nav S-S	£32595	134	114	25
2.0 D3 R-Design Lux S-S	£31795	134	114	25
2.0 D3 R-Design Nav S-S	£30095	134	114	24
2.0 D3 SE Lux Nav S-S	£30895	134	114	24
2.0 D3 SE Nav S-S	£28595	134	114	23
2.0 D4 R-Design Lux Nav S-S	£33845	178	99	29
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2.0 D4 SE Nav S-S	£29845	178	99	28
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2.4 D5 R-Design Lux Nav S-S	£35395	212	119	31
2.4 D5 R-Design Lux S-S	£32895	212	119	30
2.4 D5 SE Lux Nav S-S	£33695	212	119	30
2.4 T3 Business Edition S-S	£21005	148	135	21
1.6 T3 SE S-S	£26005	148	135	22
1.6 T3 R-Design S-S	£27505	148	135	23
1.6 D2 Business Edition S-S				

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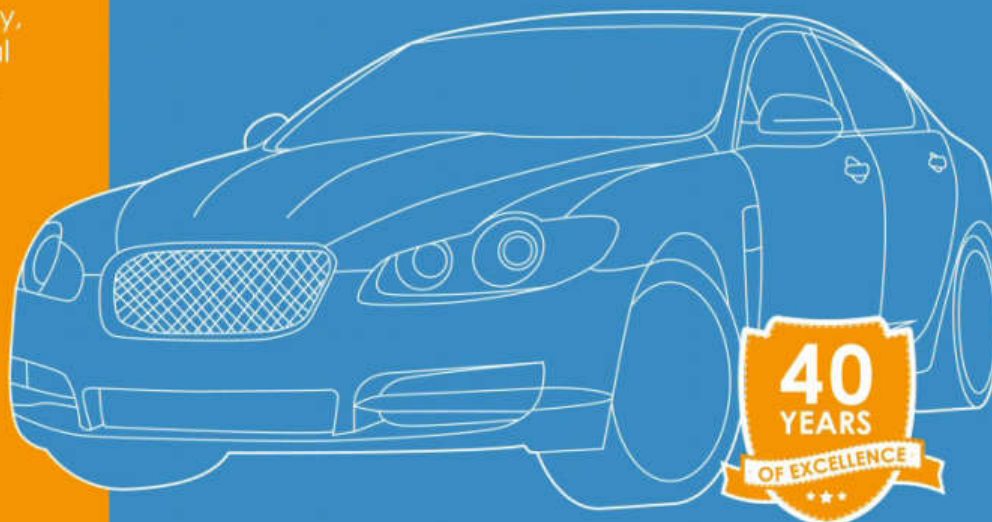
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ROAD TEST RESULTS

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/turning	Weight (kg)	TEST DATE
LOTUS												
ELISE 2dr roadster ★★★★★	127	6.7	21.1	7.1	14.3	2.9	134	118	24.7	39/42	900	26.5.10
EVORA 2dr coupé ★★★★★	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33	1382	26.8.09
Evora S 2+2	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
EXIGE S 2dr coupé ★★★★★	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13

MASERATI												
GRANTURISMO 2dr coupé ★★★★★	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	2.2.08
GRANCABRIO 2dr open ★★★★★	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
4.7 V8	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
Ghibli 4dr saloon ★★★★★	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14

MAZDA												
2.5dr hatch ★★★★★	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
1.5 Sky-V-G SE	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
3.5dr hatch ★★★★★	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
2.2 SE-L	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
5.5dr MPV ★★★★★	111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11
1.6D Sport	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
2.2 Sport Nav	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
MX-5 2dr open ★★★★★	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050	2.9.15
1.5 SE-L Nav	110	10.3	34.7	10.3	10.3	-	104	199	34.8	59/60	1275	22.7.15
CX-3 5dr hatch ★★★★★	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12

MCLAREN												
650S 2dr coupé/roadster ★★★★★	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
3.8 V8 Spider	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
P1 2dr coupé ★★★★★	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	7.5.14

MERCEDES-AMG												
C63 4dr saloon ★★★★★	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
C63 S	193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29	1715	29.7.15

MERCEDES-BENZ												
A-CLASS 5dr hatch	★★★★★											
A200 CDI Sport	130	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58	1475	7.11.12
A45 AMG	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37	1555	14.8.13
B-CLASS 5dr MPV	★★★★★											
B200 CDI Sport	130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495	29.2.12
C-CLASS 4dr	★★★★★											
C63 AMG Black 186	40	9.2	3.3	7.5	2.66	510	457	37.2	15/25	1775	5.9.12	
NEW C-CLASS 4dr	★★★★★											
C220 BlueTEC	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
CLA 4dr coupé	★★★★★											
220 CDI Sport	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13
SLK 2dr cc	★★★★★											
SLK 200	149	7.5	18.9	7.0	9.9	2.8	181	184	31.3	30/41	1485	27.7.11
E-CLASS 4dr saloon/5dr estate/2dr convertible	★★★★★											
E250 CDI auto	149	7.7	19.2	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09
E350 CDI estate	149	6.9	20.3	6.9	*4.0	2.9	228	398	38.9	29/32	1945	17.2.10
E250 CGI cab	155	7.4	19.6	7.5	4.5	2.4	201	229	30.0	26/36	1745	14.4.10
CLS 4dr coupé/5dr estate	★★★★★											
350 BlueEFF.	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11
350 CDI S/Brake	155	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43	1980	9.1.13
S-CLASS 4dr saloon/2dr coupé	★★★★★											
S350 BlueTEC	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13
S63 AMG coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
GLA 5dr 4x4	★★★★★											
220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
M-CLASS 5dr 4x4	★★★★★											
ML250	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12
GL 5dr 4x4	★★★★★											
GL350 AMG Spt	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13
SL 2dr convertible	★★★★★											
SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12
SL63 AMG	155	4.6	10.4	3.8	8.7	2.5	518	465	34.3	17/21	2000	7.5.08
SL65 Black	200	4.2	8.5	3.0	6.0	2.5	661	737	37.4	16/22	1880	8.4.09

MG												
3.5dr hatch ★★★★★	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
1.5 3Form Spt	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37	1525	11.5.11

MINI												
MINI 3dr hatch ★★★★★	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
Cooper S	150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45	1160	2.4.14
JCW GP	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
COUNTRYMAN 5dr hatch ★★★★★	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12
Cooper D All4	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10
COUPE 2dr coupé ★★★★★	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
JCW	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
ROADSTER 2dr convertible ★★★★★	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12
Cooper S	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12

MINISUBISHI												
ASX 5dr hatch ★★★★★	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
1.8 DiD 3	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13
OUTLANDER 5dr 4x4 ★★★★★	106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38	1810	16.4.14
2.2 DiD GX5	106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38	1810	16.4.14
2.2 DiD GX5	106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38	1810	16.4.14

MORGAN													
PLUS 8 2dr convertible ★★★★★													
4.8 V8	-	4.9	11.1	4.0	8.3	3.2	390	370	36.0	24/32	1230	22.8.12	
3 WHEELER 2dr convertible ★★★★★													
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12	

NISSAN												
MICRA 5dr hatch ★★★★★	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53	1002	19.1.11
1.2 Tekna	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53	1002	19.1.11
NOTE 5dr hatch ★★★★★	106	12.6	-	13.4	20.3	2.9	79	81	21.8	42/54	1036	9.10.13
1.2 Acenta Pm	106	12.6	-	13.4	20.3	2.9	79	81	21.8	42/54	1036	9.10.13
PULSAR 5dr hatch ★★★★★	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57	1307	12.11.14
1.5 dCi n-tec	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57	1307	12.11.14
JUKE 5dr hatch ★★★★★	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10
Acenta 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1295	22.5.13
Nismo 1.6	137	7.5	18.7	6.0	9.0	3.2	215	207	23.9	34/35	1341	11.3.15
Nismo RS	137	7.5	18.7	6.0	9.0	3.2	215	207	23.9	34/35	1341	11.3.15
LEAF 5dr hatch ★★★★★	91	10.9	-	11.4	7.3	2.8	107	207	8.76	320Wh/m	1545	27.4.11
QASHQAI 5dr hatch ★★★★★	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14
1.5 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14
X-TRAIL 5dr hatch ★★★★★	155	5.4	12.8	4.7	9.9	2.4	326	270	30.5	26/34	1508	29.7.09
370Z 2dr coupé ★★★★★	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09
GT-R 2dr coupé ★★★★★	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09
Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6

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B345 LEY	Beasley	DEN I55E	Denise	HOA 2E	Hoare	MOR 215H	Morrish	ROA 55T	Renata	VAS IIE	Vasile
B33 LEY	Beats	D13 SKS	Desks	HOL IER	Holler	M0I LDS	Moth	ROA 55T	Rescue	VEA 4L	Veal
BEG 6S	Beegs	DOII OPS	Dollos	HOL IIT	Holt	M0U IHD	Mould	ROA 55T	Roast	VEG I5	Veggies
BEL 50N	Belson	DOR 4A	Dora	HOU IUR	Honour	M0U IHD	Moulds	ROA 55T	Robyn	VEN 70N	Ventson
3 ETS	Bets	DOR 4A	Dora	HOU IIT	Hout	M0U IHD	Moulds	ROA 55T	Rock	VEI2 NON	Vernon
BET 55Y	Betsy	DOU IIG	Douglas	HOU IT	Hout	MOW 47T	Mowatt	ROA 55T	Rocha	VEI2 ONA	Verona
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CAN I35S	Carless	GAY IE	Gayle	LOII THY	Louth	PAR I20T	Parrot	STO 23Y	Storey	WYM 3R	Wymmer
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6 ABW	7 BN	3 DGK	2 ERW	I FKK	5 GHC	6 HJG	I JUW	KTH 2	34 LN	I MV 4	PFJ I	RFT 7	I SKU	TWJ I	WFG I
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5 AEK	BPS I	5 DHG	ESN I	I FNC	I GJE	HKA I	I JWA	I KUN	I LPA	I NBK	92 PG	I RGO	I SRR	I VAK	I WFT
3 AEN	BPW I	I DHH	ESW 5	I FNC	I GKE	HLB I	I JYC	I KUN	I LPA	I NBN	I PGN	I RHE	I SRR	I VAM	I WGE
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I AFO	BTP I	8 DTL	I ETW	I FNH	I GMM	I HMT	I KBE	6 LBC	5 LRJ	4 NCT	5 PHS	I RJO	I STD	I VCR	I WGL
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6 APN	5 CDD	I EAS	3 FAA	I FSK	99 GR	I HRT	I KDC	5 LDA	LSP 9	4 NF	5 PMO	7 RLK	68 TE	I VIV I	I WNA
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9 ASJ	3 CEJ	I EDC	FB 6	I FSW	I GRU	I HTA	5 KDP	5 LE	I LSV	I NFN	I PNF	3 RN	I TFT	I VJC	60 WP
AVS I	2 CFP	3 EDP	I FBG	I FTP	8 GSK	I HTP	KFK I	I LEL I	I LTG	I NFP	I PNP I	I RNG	I THF	I VJD 6	WPK I
I AYS I	7 CGL	I EDU	I FBH	I FUD	I GTA	5 HV	I KFO	I LEP	I LTK	I NFW	I PNP I	I RNG	I THF	I VJD 6	WPK I
I BBA	CIG I	2 EDW	I FBL	FV 25	4 GTM	HVD I	KG 44	I LFG	I LUW	I NFG	I PNR	I RDX	I THW I	I VJ I	I WR
I BBR	I CJV	I EFF	I FBO	I FVR	8 GY	I HFW	I KGA	I LFP	I LWF	I NHD	I PNR	I RDX	I THW I	I VJ I	I WR
I BBW	CKL I	I EEG	I FBT	I FWB	I GYG	IT I	I KGG	I LFR	9 MBB	I NJD	I PPF	RRV I	I TJJ I	I VJW I	I WSF
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6 BDP	I CSF	I EHH	3I FE	9 GCS	I HDN	I JFD 5	I KJG I	I LGR	MFK 3	I NRD	I PTK	5 SBA	I TLI	I VPV	I WWT
I BFH	CSJ 9	I EHR	I FEC	2 GDS	I HDN	I JGJ I	I KJN	2 LHB	I MGE	I NRM	7 PU	SBW I	I TNA	VRC I	2 YB
I BFM	CTK I	3 EJJ	I FEO	2 GDJ	HDP I	8 JGL	I KJV	I LHM 7	9 MGT	I NRN	I PWD	2 SCN	I TNC	VSB I	I YBG I
I BFY	I CUR	EJJ I	I FET	I GDO	I HEE	I JGS I	I KKF	I LHR	I MKG	I NS I	I PPW	9 SDA	I TNH	I VSC	I YCC
I BGE	I CVD	EJJ I	I FEX	I GDN	HEJ I	I JHY	5 KKK	I LJB	MLF I	I NSF	2 PWW	SDP I	I TNM I	I VTB	I YD
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89 BK	DAO I	EK 3	3 FGM	I GEC	I HFE	8 JND	I KLD	3 LKG	I MNG	NTB I	I RBV I	I SFE	TPS I	I WBE	I YMV
I BKJ	DCF I	I EKS	FH 73	I GEK	HFL I	9 JPN	4 KLE	7 LKP	MO I	I NVS	I RCC	I SFF	TRD	WCC I	YOP I
I BKN	DCN I	I EKW	I FHG	I GEY	HFO I	I JRK	KLK I	2 LKS	MPC I	I NWF	RCE I	5FJ I	TRN 6	WDC I	YPS I
3 BLB	5 DDH	EL 8	I FHL	99 GF	I HFT	I JKN	I KMW	9 LL	8 MSE	I NWG	I RCO	3 SGJ	I TSN	WDA 3	YRL I
I BLF	I DDW	I ENL	70 FJ	8 GCA	HGA I	JS 3	47 KN	I LLC	5 MSF	I NYK	7 RDA	SHC 6	I TSO	I WGT	YSW I
RLS 5	I DDF	I ERC	7 FJD	GEN I	3 HGM	2 JTH	4 NS I	I LLC	MTJ I	OGN I	PHO I	SHC 6	I TTM	I WED	ZI 7

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BIG 33	£4500	FAZ 200	£990	JIG 22	£2950	LIG 55	£2700	PEZ 88	£1590	UNZ 77	£1250
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DEZ 5000	£1650	HBZ 300	£1450	JIG 7902	£99	MUI 11	£4500	RAZ 225	£990	WIL 1111	£4900
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ECZ 1	£7500	IIG 22	£2500	KIG 3633	£99	OIB 803	£790	SDZ 600	£890	WXI 88	£1890
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82 C	4 JEY	333 MW	94 T	30 BV	27 FK	30 LE	RG 65	RSP 646	SHJ 761	SXC 7	3 TMJ
C 144	3333 J	47 N	TES5S	42 BL	34 FM	42 LE	RG 67	2 RTA	SIW 444	SXI 1	4 TMJ
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381 D	JJ 3	69 N	T1 TCH	86 BL	FV 10	47 LW	39 RN	RTA 414	6 SJR	SXI 4494	7 TMJ
DB 171	333 JJJ	NAS1R	111 TK	BL 15	43 FW	92 LW	RP 11	RTB 263	600 SL	500 T	TNF 303
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MATT BURT

Rear View Mirror: tales from our archive

Frankfurt hosts its first motor show

27 April 1951



Germany's first international motor show was held in Berlin in 1897, and apart from interruptions forced by recession and global conflicts, it continued to host the event until 1951, when it switched to Frankfurt.

Held from 19-29 April, that year's Frankfurt show was Germany's first big post-war international car expo. It attracted 518 exhibitors, no fewer than 470 of them from West Germany.

Upon visiting the event, Autocar's correspondent was taken aback by its size. "The recovery of the German motor industry is now dramatically demonstrated at the Frankfurt motor show," he said. "For sheer size and elaborate presentation, it must be unique among international motor exhibitions."

"Exhibits occupy a park covering 17.5 acres, of which 10 acres are covered by the 14 exhibition halls, several of them new buildings erected since the war."

"The public crowded shoulder to shoulder in aisles and, on Sunday, roads leading into Frankfurt were jammed with a solid block of vehicles nearly 15 miles long heading for the show."

Mercedes-Benz, Volkswagen, Ford and Auto Union had halls of their own in which 30 or 40 of their latest models were shown in elaborately staged

The Volkswagen hall was described as 'a surrealist temple of the automobile' and included cars 'riding over neon rainbows'

displays. The Volkswagen exhibition hall was described as "a surrealist temple of the automobile" and included cars "riding over neon rainbows, a car revolving on a sloping mirror and a desert exhibit displaying the successful cars from the recent African rally".

Two new cars from Mercedes-Benz, the Type 300 and Type 220, stole much of the limelight, although the return of BMW to car making was also notable.

BMW had been badly hit by the loss of its factories in East Germany and had been restricted to making motorcycles on the western side of the Iron Curtain. At Frankfurt, it wheeled out a prototype of its comeback model, the Type 501.

At this point, most of Germany's car production was sold in the home market,

and the requirements of the population had a strong influence on car design. "This accounts for the considerable interest in small economy cars which are cheap to buy and run, but the designers do not lose sight of the fact that they will be used on the great autobahnen, and even the smallest cars are usually designed to stand up to continuous full-throttle driving," wrote Autocar.

The show emphasised the fact that Germany was rapidly rebuilding its manufacturing base, although some sombre reminders of the war remained.

"Industrial recovery in the western zone of Germany has been reinforced by recent figures of car exports to hard-currency markets and thriving new factories filled with busy, hard-working people, but it needed a visit to the Frankfurt motor show to bring home to many outsiders the background of destruction and dislocation against which the recovery process is still being carried on," wrote Autocar.

"In Frankfurt, for example, whole districts have been abandoned, the streets blocked by rubble. This background throws into sharper contrast the new blocks of factories and offices and the steadily increasing numbers of shiny new cars on the road."

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PEUGEOT 308

MOTION & EMOTION



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